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Policy Position on Active Transportation

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Introduction

The objective of this position paper is to outline my goal towards a continuous, well-connected, and safe active transportation network in Rideau-Rockcliffe Ward for residents and visitors that supports recreational and commuter active transportation opportunities, and which enhances neighbourhood connectivity and increases mobility for users of all ages and abilities.

Protective Strategies for Vulnerable Road Users

Principles that I committed to during the 2019 by-election as guidelines towards achieving a “safe transportation” goal included: creating better transport options to improve our streets and sidewalks; implementing proven traffic calming measures, primarily on side streets and in school zones; developing a cycling strategy that includes more bike lanes, bike racks and bike sharing and improving accessibility for seniors through improved methods of transportation.

To increase safer transportation, after listening to resident and community association concerns immediately after my election in April 2019, I began to reduce speed limits across the Ward with the introduction of residential gateway zones. The first zones were introduced in Lindenlea, New Edinburgh and Overbrook in the Autumn 2020 to bring down maximum speeds to 40 km/h on residential streets. This process will continue with a goal to reduce speed limits on all applicable residential streets by the end of the 2018-2022 Council Term, with an aim to reduce speeds to 30 km/h where permissible by City-wide standards. Newer roads in Wateridge Village have been constructed to 30 km/h standards and the revised Rockcliffe Park Secondary Plan once approved would automatically speeds in that neighbourhood to 30 km/h. Working in conjunction with Councillor Mathieu Fleury (Rideau-Vanier, Ward 12), 30 km/h residential gateway zones will also be introduced at the intersection of Ward 12 and 13 in Castle Heights.

Rideau-Rockcliffe Ward contains many neighbourhoods that constitute an urban/suburban hybrid. While there is relatively high population density in neighbourhoods like Overbrook, Carson Grove, and Manor Park, the active transportation infrastructure such as that found in the more urban, downtown neighbourhoods does not exist in Ward 13. Away from main streets and corridors, we have pedestrians without sidewalks and cyclists without bike lanes.

The funds designated in the annual municipal budget for active transportation improvements are insufficient to address City requirements for more infrastructure and improvements to inadequate infrastructure. There is a lengthy list of identified missing sidewalk and cycling network links, but every year there are only enough funds to complete a handful of significant projects across Ottawa. All 23 wards in the City have unique transportation concerns and demands, and each Councillor is advocating to improve infrastructure in their respective communities. However, attempting to equally distribute resources across all Wards does not address the fact that all wards do not have equal resources to begin with. Greater emphasis on social equity over equality is necessary when determining how projects will be prioritized and funded to meet community needs.

City staff regularly undertakes an inventory of the city's massive network of roads to determine needed repairs and updates, including road resurfacing. When making these assessments it should be remembered that the quality of the road surface is experienced differently by different road users. What might be manageable in a vehicle can be very dangerous on a bicycle – additionally, degradation at the edges of the roadway becomes an issue far more quickly when the route is used by cyclists, as they are generally forced to the periphery. Different road maintenance standards are necessary where cycle lanes are present.

Disparities in high-priority neighbourhoods (such as lack of sidewalks in areas with low-income prevalence) and in areas adjacent to schools should be given more social equity consideration when prioritizing long-term investments. These are changes that need to be examined in the long term. In the short term, however, I believe we need to leverage immediate strategies to quickly increase the safety of vulnerable road users. Some of the short-term demand can be addressed by using traffic calming tools available to Councillor's Offices.

In Rideau-Rockcliffe Ward, I continue to employ these tools to implement improvements in communities at the specific request of residents. This has included the expanded use of “sharrow” markings and signage to direct vehicles to share roads with cyclists; ‘Slow Down for Us’ or ‘Children at Play’ signs to caution drivers in residential areas to reduce speeds; and bulb outs and flex stake installations to force vehicles to drive in the centre of the road, leaving more space on the periphery. We have also experimented with the COVID-19 Shared Spaces program on Marion Avenue in Overbrook and on Ben Street in Castle Heights that allow for pop up barriers at intersections to slow and caution drivers. My office is also currently working with residents to reduce cut through traffic on Eve Street in Overbrook, improve traffic flow on Carsons Road in Carson Grove, reducing speed on portions of Queen Mary Street and North River Road in Overbrook, and are working with residents to implement speed humps on Dufferin Road in New Edinburgh.



An example of the COVID-19 Shared Spaces barriers – more similarly responsive, low cost solutions to protect vulnerable road users should be explored.

Outside of this program and after extensive community consultation, a new four-way stop was installed at the entry to St-Laurent Complex in Castle Heights, along with a new four-way stop at Queen Mary Street and Vera Street in Overbrook. A new red-light camera will be installed on Montreal Road at Brittany Drive, along with a new pedestrian crossing installed at North River Road and Stevens Avenue.

My office has also been managing long-term traffic calming projects that have been prioritized for the Ward, which have included the successful completed extension of the Rideau River Eastern Pathway in 2020, as part of the reinstatement of a portion of New Edinburgh Park, to eliminate a previous pre-existing gap in New Edinburgh with the addition of a new segment of a multi-use pathway (MUP) between the south limit of Stanley Avenue and the north side of the New Edinburgh Park playground, where the pathway merges with mixed traffic. During the 2018-2022 Council Term, work had also been completed on the Presland Road active transportation gateway at Vanier Parkway. My office is also working in conjunction with Councillor Tim Tierney (Beacon Hill-Cyrville, Ward 11) on the implementation of permanent traffic management features from Montreal Road to Donald Street on Cummings Avenue, including construction of a several centre island narrowings (medians) to be located along the roadway. This project, which began construction in September 2021, also includes construction of road narrowings (bulb-outs) at two busy intersections; and includes a raised pedestrian crossing at Gardenvale Road. These features are expected to increase safety for all users and include pedestrian crossings that comply with the current accessibility standards (AODA). Modifications will also undertaken in autumn 2021 on the west and south side of Belfast Road and at the intersection of Belfast Road and Trainyards Drive with the purpose to provide multi-use path connectivity to people on foot and on bike, along Belfast Road between Overbrook and Elmvale-Canterbury & Riverview to integrate with cycling infrastructure on Coventry Road.

While I would acknowledge that one solution will not fit every street or every neighbourhood, I will continue to work with both residents and City staff to identify and pursue solutions that make the most sense for the community.

Towards A Safer Transportation Network

In a continuing effort to achieve a safer transportation network, my office engaged in a public consultation with residents through an Active Transportation Question and Answer session with City staff, hosted by Councillor Mathieu Fleury and myself on May 5, 2021. You can view the session online at: <https://youtu.be/zzF6XCBBBp8>. The purpose of this meeting was to provide interested residents in both Ward 13 (Rideau-Rockcliffe) and Ward 12 (Rideau-Vanier) with an in-depth discussion of the City's new Active Transportation Plan process and to look at areas of concern within both adjacent wards.

The City's new *Active Transportation Plan*, once completed, will replace the City's respective *Cycling Plan* and *Pedestrian Plan* and act as a companion document to the new *Transportation Master Plan*. The guiding principles of the Master Plan include reduced automobile dependence; protection of public health and safety and recognizing; and meeting the diverse mobility needs of all residents, businesses and visitors. The goal of the Master Plan is to ensure by 2046 that Ottawa's transportation network will be flexible, dependable, and efficient in meeting the evolving needs of residents and business across the City, while enabling the City to meet its climate change goals. The new Master Plan will note that the

transportation network will provide travel options for people regardless of their income, identity, and ability.

The previous active transportation plans are being replaced by a single plan to provide a more cohesive look at active transportation patterns and goals throughout Ottawa. Active transportation refers to any form of human-powered transportation including walking, cycling, rollerblading or skateboarding. Active transportation is part of everyone's daily activities as most trips typically start with a walk to and from a secondary transportation mode such as biking, taking transit or driving. When planned and designed as part of transportation infrastructure and the built-form, active transportation can be used by people of all ages and abilities for a variety of purposes and trips.

For the purposes of updating the City's Active Transportation Plan, pedestrians and cyclists are assumed to be the primary user groups. The strategy focuses on accommodating these two user groups but also takes into consideration the needs of other non-motorized forms of travel to create an accessible and multi-modal transportation system in Ottawa.

In anticipation of the meeting, the Councillors' Offices solicited feedback from residents on their overall questions about active transportation, as well as specific areas of concern or high priority projects. This feedback was given to City staff, and the subsequent presentation at the meeting was intended to address the most frequent themes and concerns expressed.

The meeting in May 2021 was supported and attended by Bike Ottawa, Walkable Ottawa, the Ottawa Disability Coalition and Ecology Ottawa. The meeting itself, held virtually due to COVID-19 pandemic, was structured as a formal presentation by City staff, based on feedback collected prior to the meeting, followed by break-out rooms and more in-depth discussion of the concepts and projects discussed. The meeting concluded with a report back from each group so that Councillors and City staff could hear from all participants firsthand.

An overarching observation that emerged in the feedback heard during the consultation and in regular correspondence with residents it is that the COVID-19 pandemic has affected how, when, and where people travel. Transit ridership, auto traffic, pedestrian volumes, and cycling trips have all fluctuated over the course of the pandemic, and things are still in a state of flux.

In terms of planning for the future of transportation in Ottawa, it is apparent that we face many uncertainties, but some observations are clear:

- The pandemic has changed the way many people travel in our city. Some of those changes are short-term and will revert to the way they were before the pandemic; other changes will be with us for some time but will eventually recede; and still other changes are permanent, representing a "new normal" for transportation in Ottawa.
- City staff have witnessed major shifts in transportation behaviour. For instance, the uptake of working from home (in many cases, compulsory) has been well beyond even the most optimistic historical projections.

- Travel patterns and traffic volumes have not yet settled into a “new normal”. Some restrictions and temporary conditions are still in place and will be for some time.
- There will be a continued need for travel in the future, including the need for a safe, reliable public transit system to serve the travel needs of Ottawa’s growing population.

The City and other municipalities across Ontario are monitoring the evolving impacts of the pandemic on transportation patterns and are considering both short-term and long-term implications. The update of Ottawa’s *Transportation Master Plan* will need to take these into account. As travel patterns continue to fluctuate, the City is actively monitoring traffic volumes, transit ridership, and other transportation metrics to help track the impacts of the pandemic. The City will be collecting additional data in the future to use for the *Transportation Master Plan* update.

The approved scope of work for the *Transportation Master Plan* update (which includes updates to the *Active Transportation Plan*, formerly the *Ottawa Pedestrian Plan* and *Ottawa Cycling Plan*) identifies its completion by April 2022. City staff initially revised the completion date for the *Transportation Master Plan* Update and new *Active Transportation Plan* to autumn of 2023 because of the impacts of the COVID-19 pandemic.

In June 2021, City staff informed Council of changes to the timing of the *Origin-Destination Travel Survey* and subsequently changed the delivery schedule for the Master Plan Update. The updated completion date for the network development and prioritization elements of the *Transportation Master Plan* Update is Fall 2024.

In the interest of moving the project forward, the *Transportation Master Plan* Update will be restructured into two parts: a policy document and a capital infrastructure plan for transit, active transportation, and roads. Since the *Transportation Master Plan* policies are not impacted by the *Origin-Destination Survey*, the policy document continues to be developed, and will be brought forward for public consultation in Fall 2021 and to Council for approval in Spring 2022. The capital infrastructure plan will be developed after the *Origin-Destination Survey* and will be brought forward for approval in Fall 2024.

There continues to be uncertainty about the future, so City staff is employing “scenario planning” to develop a set of scenarios and then develop plans based on those different futures. Over time, as conditions stabilize and uncertainties about the future diminish, City staff will refine its scenario.

Areas of Improvement

In the meantime, both City staff and elected officials are moving forward with planning for Ottawa's transportation future based on the information available to us, and in consultation with stakeholders, other levels of government, elected officials, and residents. Over the course of the 2018-2022 Council Term, my office has repeatedly heard from concerned residents concerning the need for specific improvements in specific areas.

Beechwood-Hemlock Corridor

The Beechwood-Hemlock corridor is one of the most challenging in the Ward. Many residents have expressed continuing concerns with this street and have highlighted issues with the corner of Beechwood Avenue and MacKay Street. The sightlines are incredibly challenging and there are regular near incidents between pedestrians and vehicles. Due to the continuing challenges with Beechwood Avenue, my office will publish a separate vision paper concerning its future redevelopment, which will include improving road safety. It should be noted that Hemlock Avenue has problems distinct from the core issues with Beechwood; there are almost no pedestrian crossings, including near bus stops and the elementary school.

Cycling in Overbrook

While there are missing cycling connections throughout the Ward, the largest overall area in need of better infrastructure is Overbrook. Donald Street is identified in the *Ottawa Cycling Plan* (2013) as a missing link and as a local route in the Ultimate Network Concept, with the suggested 2031 Affordable Cycling Project List recommending shared lanes to be implemented in conjunction with the next road renewal or resurfacing in the area. Donald Street is bookended with bike lanes between the Adàwe Bridge and Vanier Parkway and between St-Laurent and Cummings Avenue. However, between St-Laurent Boulevard and the Vanier Parkway, Donald Street is almost entirely without infrastructure. Donald Street will be resurfaced in an estimated timeframe of two to four years and the route and cycling infrastructure will be made more continuous.

It is clear from community feedback that Donald Street is a significant cycle route and that shared lanes are a poor solution. This road should be reviewed as part of the new *Active Transportation Plan* to assess enhanced community use, along with connections to smaller roads, including Brant Street, Lola Street and Alesther Street.

There are additional cycling opportunities throughout Overbrook. The cycling lanes on Cyrville Road east of St-Laurent Boulevard could continue west if the intersection at Queen Mary was restructured. Lola Street is a natural north-south connection through the centre of the community and connects Donald Street with prescribed cycling routes on Presland Road and Coventry Road respectively. Introducing bike lanes on Lola Street would allow more movement through the neighbourhood, instead of just east-west corridors.

Presland Road itself is a recommended cycling route, with a protected entrance at the Vanier Parkway and connecting through Hardy to the Multi-Use Pathway on Coventry. Presland sees a high volume of vulnerable road users in general, with dense housing and parks nearby, but the cycling route is hampered by the condition of the road and a lack of pavement markings or other signage. Presland should be resurfaced as soon as possible, with consideration given the types of modalities that will frequent the road. elementary school.

Safer intersections

Overwhelmingly, the most urgent pedestrian concerns my office hears relates to safety at intersections. Several arterial roads run through the Ward, including St-Laurent Boulevard, Vanier Parkway, Beechwood Avenue/Hemlock Road, and intersect with residential roads or neighbourhoods. While one intersection has been reconstructed as a protected intersection (Donald Street and St-Laurent Boulevard), others have identified for recommended improvements (Donald Street and Vanier Parkway; St-Laurent and Montreal Road).

In December 2019, Council approved a new *Strategic Road Safety Action Plan*. The new plan is data-driven, has measurable outcomes, and aligns with the principles of a safe systems approach and Vision Zero, a traffic design philosophy that notes that one fatality or serious injury is one too many. Two of the areas of emphasis underscored in the Road Safety Action Plan includes vulnerable road users and intersections. However, there is a disconnect between these professed priorities and implementation, namely the signalization of the City's intersections. To truly improve pedestrian and cyclist safety, the following actions should be taken:

- elimination of all revert reds (otherwise known as 'beg buttons')
- Adding pedestrian advances on all signalized intersections where at least one of the intersecting roadways is an arterial or collector and pedestrian infrastructure is either present or identified as needed.
- Adding cycling lights at all signalized intersections where at least one of the intersecting roadways is an arterial or collector and cycling infrastructure is either present or identified as needed.



Different traffic lights for different modalities improves safety.

Additionally, I will work with City staff on possible solutions to identify and correct non-compliance with stop signs on local roads. Custom flex stakes have been successful in on some streets, and it may be possible to expand this use or use pavement markings where appropriate.



A customized flex stake at an intersection promotes stop sign compliance.

City-Wide Concerns

During the Ward 12 and 13 joint meeting with community partners to solicit resident comments, input, and advice concerning the new Active Transportation Plan several common City-wide concerns were expressed:

- Residents identified a lack of connections between active transportation projects, resulting in disjointed infrastructure. A prominent example includes cycling infrastructure between the Adàwe Bridge and the Vanier Parkway on Donald Street and the reconstructed intersection at Donald and St-Laurent, while the majority of Donald between Vanier and St-Laurent Boulevard has no cycling infrastructure.
- Residents expressed a desire to see a greater focus on continuous routes, rather than widespread and disjointed projects.
- There were repeated concerns that on some streets, trying to service every modality as outlined in the City's Complete Street Policy can result in no method of transportation being well served. A good example of this is the Beechwood Avenue corridor (Beechwood Avenue between Vanier Parkway and the Beechwood Cemetery). Fitting cycling, transit, cars, pedestrians, and parking spaces into a road with irregular intersections and limited right-of-way has created a stressful and frequently dangerous environment. A better method would examine the area more broadly and consider a safe, continuous route for all modalities, rather than trying to service everything on every street.
- There was a general concern expressed with safety at intersections, particularly on high volume roadways. Intersections often prioritize traffic flow over the safety of vulnerable road users, and there was a strong preference expressed for different standards to be implemented, including the elimination of "revert reds", more advanced greens for cyclists and pedestrians, and the implementation of "protected intersection" infrastructure to protect pedestrians from turning vehicles.
- While some neighbourhoods, such as Overbrook, still lack sidewalks, residents feel that many of the sidewalks that do exist are too narrow to accommodate pedestrian traffic or people with accessibility needs. For example, there may not be space for a wheelchair user or a stroller to pass each other, and neither can easily allow each other to pass.
- Many residents expressed concern over improper use of sidewalks, including bicycles and e-scooters. Better signage, education and technology is needed to keep cyclists and e-scooters on roadways or cycling lanes.
- While construction is a necessary inconvenience required for maintaining the transportation network, there appears to be a lack of consideration given to non-vehicular traffic routes; if

cycling and pedestrian routes are disrupted by construction they should be rerouted and protected with an equal or higher level of consideration.

Specific Concerns

Several participants during the meeting flagged specific traffic concerns. These included:

- Crichton Street in New Edinburgh as an area of specific concern. Although Crichton Street is a collector road, and its speed limit was recently lowered to 40 km/h under the Ward's new residential speed gateway scheme, there are still safety concerns due to the volume of vehicles traveling from Beechwood Avenue to Sussex Avenue. We heard from residents that other traffic calming measures may be necessary.
- Beechwood Avenue is one of the most challenging streets in Ward 13, if not the City. The odd configuration of the intersections due to planning differentials at the intersecting boundaries of several different former municipalities, as well as the multiple active transportation modalities it attempts to serve creates a confusing and often hazardous environment. My office will be bringing forward a more extensive proposal before the end of 2021 on how improvements can be made to Beechwood Avenue corridor.
- Immediately east of St-Laurent on Montreal Road there is a conflict between different road users. There are several T-intersections in succession, interspersed with access points to major shopping areas and bus stops. There are also dense residential areas nearby. While the Montreal-Blair Road Transit Priority Corridor Environmental Assessment has identified some long-term solutions for some of these problems through integration of active transportation infrastructure along with the implementation of protected intersections, more short-term solutions may be required.
- The intersection at Vanier Parkway and Donald Street was identified in the *Cycling Safety Review of High-Volume Intersections* report brought to Council in 2020, as the heavy traffic on Vanier is hazardous for vulnerable road users and the intersection is recommended for reconstruction as a protected intersection. However, sufficient funds have not been allocated to this type of project. It is necessary to look for alternative solutions until the funds can be secured.
- Several residents expressed concern with the sightlines northbound on Aviation Parkway at Montreal Road. Due to the configuration of the road, it is difficult to see oncoming traffic, and the intersection should be considered for an advance green.
- One major project that has been identified in the Ultimate Cycling Network is connecting the McArthur Road bike lanes across St-Laurent Boulevard to Gardenvale and continuing to the Aviation Parkway paths. A connection here would be a logical extension to the cycling infrastructure already in place but would require land acquisition from the private sector which is not currently possible.

- A frequently raised project is the addition of cycle lanes on Donald Street. This is a natural cycling route that has inconsistent infrastructure, and the infrastructure will be improved when the street is resurfaced.
- Additionally, residents want to see greater cycling infrastructure throughout Overbrook. Cycle lanes on Lola Street are a priority, as is Queen Mary Street, and connections across St-Laurent to the cycle lanes on Coventry Road and Ogilvie Road.

Ward Priorities

The value of active transportation has become starkly apparent during the COVID-19 pandemic, as the demand for safe, accessible, and readily available cycling and pedestrian spaces has soared. Below I have highlighted four priority projects within Ward 13 that I will pursue.

1. **Beechwood Avenue Corridor**

Beechwood Avenue has a design plan that will be incrementally implemented as properties along the corridor are redeveloped. Although the final design is solid, the current patchwork of infrastructure is dangerous, with cycling lanes jumping in and out of traffic and crowded pedestrian spaces. Given the residential growth this main street will be expected to support in the next few years, it is imperative to have a comprehensive design implemented immediately, rather than in the current haphazard, incremental approach driven by development. I will be releasing a vision paper concerning Beechwood Avenue redevelopment before year end 2021.

2. **McArthur-Gardenvale-Aviation Parkway cycling connection**

This link has been identified as an ideal cross-town cycling connection, joining the cycling lanes on McArthur Street with the Aviation Parkway paths. While this is an ambitious, long term solution, it would require the purchase of private land and a partnership with the NCC. Consequently, the project has not moved forward, but my office will continue to pursue this option.

3. **Donald Cycling Lanes (Vanier Parkway to St-Laurent Boulevard)**

Donald Street is a well-used cycling route with established cycling infrastructure at either end (cycle lanes from Adàwe Bridge to Vanier Parkway and a redesigned intersection at St-Laurent). Introducing continuous cycling infrastructure along Donald Street is a high priority for the community. While the area will be looked at when it is resurfaced in several years, introducing fully separate, continuous lanes the entire length of the road may be outside out the scope of that project. Introducing better cycling infrastructure now is a relatively fast, high-impact project that would increase outdoor recreation and improve mental and physical health and safety as this hard-hit community works to recover from COVID-19.

4. Pedestrian Crossing at Coventry and Hardy

Residents in Overbrook have long called for improved pedestrian and cycling connections to St-Laurent Centre to access the St-Laurent rapid transit and bus station. A crossing at Coventry Road and Hardy Avenue would enable a safer interconnection along a natural crossing path that residents use to connect to the mall. A pedestrian crossing at that location would be supported by a curb cut that will be made by a property owner who has recently completed a multi-residential complex at Hardy Avenue and Bernard Street. The increased number of residents will induce demand for the crossing.



Pedestrian Crossovers (PXOs) allow pedestrians to traverse roadways at a safe and defined location.

While the current crisis and behavioral trends that we are responding to are a product of the COVID-19 pandemic, investing in projects like those listed above will have a broader impact on the active transportation infrastructure throughout the Ward and City. In 2019, Ottawa City Council joined governments across the globe in declaring a climate emergency, and these projects support that priority. Consequently, my office will continue to pursue the projects outlined above, along with undertaking a wide range of resident-driven efforts over the short, near and long-term to improve and advance active transportation infrastructure in Rideau-Rockcliffe Ward.

Acknowledgements

Councillor Rawlson King would like to extend his personal thanks to Councillor Mathieu Fleury (Rideau-Vanier, Ward 12), along with all the groups who participated and provided invaluable insight to the joint active transportation meeting proceedings, in addition to encouraging so many community members to attend. The Councillor would also acknowledge the efforts of office staff, especially Stephanie Johnson, in contributing to the development of this policy paper.

Appendix

Responses to survey circulated ahead of May 5th meeting

What active transportation projects would you like to see in Rideau-Vanier or Rideau-Rockcliffe? // Quels projets de transport actif aimeriez-vous voir à Rideau-Vanier ou à Rideau-Rockcliffe?

No opinion

Wider bike / pedestrian paths - so that each can walk or cycle safely. Also, we need better rules or education for cyclists, just like in Holland. Cyclists need to realize that the paths are shared, they need to be alert for elderly pedestrians, children, dogs - they cannot come zooming down a path without even the courtesy of a bell ring.

New bridge on the site of the old "Black Bridge", south of the Minto Bridges.

I would be interested in shared street initiatives on residential streets without bus routes (i.e. slow speed limits and traffic calming). I would also be interested in a bike share mode of public transit to link the O-Train with our ward, instead of buses.

- (1) Decent ped' & bike connections btwn Overbrook and the SL Centre & LRT Stn.
- (2) Bike lane(s) along Hardy-Presland a.k.a. Crosstown Bikeway 3.
- (3) A study of all options for bike lanes on Donald. (The ROW is wide enough for 'first-class,' attractive, inviting, segregated bike lanes.)
- (4) Bike lanes on Lola from Presland or Coventry to Donald, knitting the community together and bringing crosstown bike traffic into the heart of Overbrook.

ones that make better use of our tax dollars. I appreciate the bicycle paths and route signs, it would be great to see these better maintained and expanded. I am not sure if this is transportation or public safety, but it would be useful to have an emergency marker location systems on bike and footpaths located in forested / riverside areas ie along the paths that extend from Stanley park to Riverain, Strathcona and down to Hurdman. In case of an emergency, one could merely give the marker location to an ambulance driver. a few years ago i came across a man having a mild heart attack just after the Hurdman bridge (by DND) and called 911. I spent 25 minutes on the phone with 911 trying to explain where he was lying and I was standing. I watched the ambulance driver go up and down river road trying to find me.

Safe biking throughout Beechwood and Hemlock. Currently danger zone around Marier.

Also, Mackay and Beechwood is a confusing and stressful intersection for pedestrians and cyclists and cars

Improvements to the McArthur bike lanes between Olmstead and Vanier Parkway so that there is better separation from traffic and a better design so the lanes don't just store snow in the winter.

Idaho stop on back streets.

Safe links to LRT stations and schools.

Smaller buses within the neighbourhood. Disallow car dealerships within these dense communities as they bring in more traffic, vehicles as well as large transportation of said vehicles. They should be in industrial parks, away from densely populated communities. Wider sidewalks with exclusive use for pedestrians and the disability community. Cycling lanes for cyclists yes, however they have both the road and lanes. Pick one! All other “vehicles” have only one space. Either designated cycling lanes are to be used exclusively for cyclists or stop wasting municipal funds! Pick one or spend the money on fixing our decrepit roads!

Cyclists NEED to be licenced! It does not have to be a large amount and yes children are exempt! The police are spending resources and time on providing cyclists with identification and recovery at NO COST. They have a computer program already in place! So one can not make the excuse that it will be too costly or that it can't be done! Add a fee! Yearly! NO EXCUSE! Some of those bicycles cost as much as a car! It is affordable and it is about ACCOUNTABILITY!

1. Further improvements to separating bikes from cars on Somerset St East
2. Better cycling connections from Sandy Hill to the Rideau Ctr/Byward Market
3. Safer cycling connections across Cummings Bridge (make it like Bank St bridge!!!!)
4. Better cycling connection from Sandy Hill to Canal east side pathway at Congress Ctr (ie. via Daly Ave)

Painted bike lanes instead of segregated (or worst yet, elevated) bike lanes. Bikes belong on the road not the sidewalk.

Construct a multi-use path link under the Rideau Street - Montreal Road bridge to allow uninterrupted flow along the Rideau River Eastern Pathway.

Construct grade separated multi-use pathways on the eastbound and westbound sides of the Beechwood - St. Patrick bridge.

J'aimerais voir un raccordement de la piste cyclable entre l'ambassade chinoise et la piste cyclable de la rivière Rideau du côté nord de St-Patrick. Le pont pourrait facilement accommoder une piste cyclable surélevée et séparée de la chaussée de ce côté du pont aussi.

Aussi, pour décourager la vitesse des voitures et mieux accommoder les piétons, la rue Crichton devrait voir une chaussée moins large et les trottoirs plus larges. Les voitures roulent rapidement, qui est une conséquence des chaussées larges.

The St Patrick Bridge over the Rideau River is being rebuilt in the next few years. It should include two-way pathways on both sides and trees.

This is our chance to make this bridge wonderful. Right now it is very unpleasant to cross.

Revitalizing the Chief Pinesi Portage Trail at Rockcliffe. Revitalizing the indigenous trail through Beechwood and Rothwell Heights.

More focus needed on encouraging pedestrian traffic. An audit of intersections for the safety and efficiency of pedestrians is required. One example, the pedestrian walk signal at the intersection of King Edward Ave. and Templeton St. lasts for only 15 seconds. For this busy pedestrian crossing, especially for someone with a disability, this is far too brief a time for crossing safely. It encourages risky pedestrian behaviour and appears designed to create the least inconvenience for motorized vehicles rather than encourage safe pedestrian use at this important intersection. A minimum of 30 seconds for pedestrian crossing should be allowed at this intersection.

Water access and washroom access

1. More North-South bicycle lanes. For example on Cumberland and/or Dalhousie. Getting from Lowertown to the University of Ottawa is difficult.
2. Also, that bicycle path on Sussex, around the National Gallery, to McKenzie is too complicated. And the posts that obstruct the entrance to the bicycle lane beside the American Embassy are dangerous for cyclists.
3. The Market area is almost devoid of bicycle lanes.

Install water fountains along the Rideau river path at Stanley Park, parc Riverain, and one at parc Optimiste. There should be bike lane safety posts on Beechwood between Vanier Pkwy and Charlevoix on both sides and further east heading towards Hemlock. Potholes throughout the wards should also be fixed. They are a huge hazard. If you don't keep your eyes constantly on the ground you risk taking a fall if your tires hit a pothole or wide crack. Every street is bad, especially anywhere where there was a construction site (Mackay & Beechwood, Laval by new retirement residence, Barrette St at St. Charles). Bike lanes could also be painted on more streets leading up to major streets (Charlevoix and Mackay going to Beechwood for example). Lastly, partner with the NCC to widen the paths along the Rideau river to accommodate pedestrians AND cyclists. The MUPs were built in an era when there were fewer people using them and now we've outgrown them and need much wider paths.

The most important missing piece (to me) will be Hemlock rd between St. Laurent and the gates of the old Canadian Forces Base/Wateridge village. About 600m or so. Both cycling and pedestrian. This piece would join the cycling tracks going in Wateridge to the Aviation pathway (which now joins to Cyrville LRT) as well as the sidewalks and bike lanes on the west portion of Hemlock (which joins to Beechwood, and the Rideau River paths) and St Laurent going south to Montreal (joining the Montreal rd improvements). I think this stretch would really connect a bunch of missing links for both cycling and pedestrians.

- Improvements to sidewalks: creating level crossings and continuous sidewalks, filling in gaps in sidewalk infrastructure, raising standards for winter sidewalk maintenance
- More protected bike lanes on arterial roads, filling in a connected safe cycling network, adding routes to the winter cycling network
- Reduced speed limit on Vanier Parkway
- More separation between sidewalk and roadway on Vanier Parkway
- Signalized pedestrian crossing at bus stop #8944 on Vanier Parkway
- Extend the winter grooming of the Rideau River Eastern Pathway to more of the trail

Un passage sous le pont Cummings pour:

- assurer la sécurité des piétons, cyclistes, fauteuils roulants et automobilistes à l'intersection
- établir un lien sécuritaire pour les usagers des communautés et le train léger à la station Hurdman
- faciliter l'intensification du secteur ouest du ch. Montréal et permettre un meilleur fluidité de la circulation l'intersection du pont

Une traverse piétonnière avec feu de circulation sur la promenade Vanier et le passage au niveau de la rue Charlevoix. Due à intensification des voisinages, une traverse est nécessaire pour permettre de traverser la prom. Presentement, danger public due a vitesse des voitures, bancs de neige en hivers et impossibilité aux F/R, poussettes de traverser

There should be a safe bike path from Wateridge to the Aviation Parkway.

Yes Montreal Road and Aviation Parkway should have an advance green to go north on Aviation Parkway because you can't see the traffic as the car is lower than the cars on the east side and you cannot see traffic coming

I would love to see a safe cycling corridor through the Byward market. Currently we avoid cycling in the Byward Market with our guests as one needs to be very experienced to navigate through the Market. E-scooters zip all over the place. We are also very nervous about bike theft. Ideally -even if it is only in the summer months- there would be a guarded (fenced off) bike parking, f.e. as a summerjob for students or as a temp job in cooperation with a social not for profit organisation as a job creation project. See <https://www.biesieklette.nl/> (translate to English in your browser)

More grade separated bike lanes.

Do you have any questions about active transportation or the Transportation Master Plan in general? // Avez-vous des questions sur le transport actif ou le Plan directeur des transports en général?

No

I would suggest our city/groups or planners, explore some of the programming and funding made available by the Government of Canada such as the:

The Active Transportation Fund @ <https://www.infrastructure.gc.ca/trans/active-actif-eng.html>
or the Canada Health Communities Initiative @ <https://www.infrastructure.gc.ca/trans/active-actif-eng.html>

Why aren't bike lanes or cycle tracks moved so that they aren't between bus shelters and where the buses stop?

Do this instead.

<https://www.bloomberg.com/news/articles/2015-05-27/-floating-bus-stops-separate-transit-traffic-from-bike-lanes>

Why has the city not pursued a strategic and integrated approach to bike sharing (e.g. Bixi in Montreal) to strengthen the public transit system during the warmer months (i.e. bike share to transit hub, transit over longer distance, bike share to end destination). The bike share initiatives undertaken by the city to date were not approached as a tool to strengthen the public transit system, and instead were implemented on pathways as a tourist/recreational initiative (this was doomed to fail - most individuals using pathways have bikes and are traveling from/to home). A forward looking approach would follow the model in Montreal, which pursued bike sharing as a public transit mode and invested in it like any other mode (e.g. bus/train). When compared to existing modes, bike share can greatly expand the transit network at lower cost and with environmental and health benefits, connecting underserved neighbourhoods to the transportation spine (at least during part of the year).

Schedule C3 of the Nov. 2020 draft Official Plan shows a very skimpy and disjointed Active Transportation Network in Overbrook. Shouldn't the draft Plan and the TMP show a complete ATN in this area (as above)?

I would like to understand why City Council has decided that people who live in our ward should have a higher portion of their property taxes allocated to transportation costs relative to people who live outside the greenbelt. Secondly, it would be good if the plan articulated what benefit city dwellers derive from subsidizing transportation costs for people who live in the suburbs and likely drive everywhere. I assume Council has ridership statistics that support charging urban dwellers more - presumably we use OC Transpo more and so are penalized? However it is disingenuous to show a breakdown of property tax allocation on our tax statements that doesn't give the full story. Has any thought been given to charging people based on a time and distance formula like actual cities do? IE having people pay by zone or over a X# of minutes time period? This should be easier now that many people use smart cards to pay for OCTranspo.

Yes. What is it?????? Is it a done deal or this just a exercise in optics?

What "master" plan? Biking in Ottawa is very dangerous and segregated lanes contribute to the problem. Cars are allowed to go as fast as they want and instead of slowing them down, you focus on weird infrastructure that doesn't work for the cycling commuter.

no

J'aimerais aussi voir la piste cyclable de la rivière rideau déblayée en hiver.

Revitalizing or commemorating all the indigenous trails in Ottawa

Given that money speaks louder than words, and that modal share follows incentives. What percentage of the transportation budget will be allocated across the different modes of transportation?

How far between water and washroom access

Where can I find a copy?

I will look at it before the session.

Where are scooters permitted to drive? Let's get some signage.
I've seen them driving down the middle of Vanier Parkway, on the sidewalks, crossing at pedestrian crossings etc. There appear to be no regulations. They are too slow for bike lanes and roads and too fast for sidewalks.

None at time.

How does the City determine its mode share targets for active transportation? Could these be made more ambitious, i.e. increasing the mode share of active transportation even more, especially in light of Covid-19?

Montreal road East of St Laurent is a constant issue with wheelchairs. Bicycles buses high density shopping area and pedestrians .

Focus on a connected network based on desire lines and filling in missing links, general maintenance of pavements and curbs. Ask staff (and NCC!) to share bike counter data. Even if they are not from your ward. There are some awesome numbers I expect but the latest on line data are from Q2 2020. Like in other cities, a lot of car traffic in the Byward market could actually be traffic searching for a parking spot.

How will it integrate into adjacent neighbourhoods. I find there is a large issue in Ottawa where you can go from one neighbourhood that has excellent infrastructure, then you cross a street and it becomes non-existent.

Is there anything else you would like to share on this topic? // Y a-t-il autre chose que vous aimeriez partager sur ce sujet?

I beg you to convince the mayor to close more streets to cars, so actual human beings have space to be outdoors.

Please consider adding proper and healthy garbage bins to the paths and parks. As residents of Ottawa, we have many parks and bike paths that take across our beautiful city, but alas, many of those are poorly serviced by proper garbage bins, that are covered and appropriate to the size of the food and drink containers of today. Almost none of these paths, have separate bins for waste disposal (dogs) or recycling, in particular in and around Sandy Hill. The garbage bins are old and made of wire mesh with no liners and everything is put together and no cover, and as such, as is the case for Strathcona Park, acts like an open buffet for the seagulls!

We need a better transit plan, too. Sick of waiting, and watching suburbs get urban-scale transit.

Active transportation is essential - it has health, environmental and community benefits. But while Ottawa has a fantastic recreational path network - the same cannot be said for the active transportation network - and these things are not the same or interchangeable. There needs to be a focus on building connected bike paths on faster urban streets and reducing speed limits to make it safer for bikes and cars to co-exist (e.g. 30km/hr + photo radar). This should be supported by providing integrated bike sharing to increase mode share for public transit overall, while promoting active transport.

(1) It is not too soon to begin planning for new ped' & bike routes across Coventry (presently a major barrier), to connect settled Overbrook north of Coventry, to major development anticipated in the Hub/PMTSA in the south. A good start would be a foot&bike connection from Presland Park to Coventry Rd.

(2) To restore what was a very attractive and verdant route for ped's and cyclists until all but 1 tree was wiped out last year, new planting (incl. trees) is needed along the west side of Sylvester beside 62 Columbus.

I don't beleive that motorized bikes, tricycles, electric motorcycles and motorized skateboards (whatever they are called) should be allowed on the bike/pedestrian trails unless it is being driven by a child under 12 or 14. I have seen a number of very fast electric bicycles zipping around Strathcona - Riverain with almost no regard for children, dogs, pedestrians etc - driven by adult men (have yet to see a female driver). If something is motorized - even if it is electric, it can go much faster than the majority of people walking and biking and I suspect that many people do not have time to anticipate how to react around them. It is only a question of time before we see an accident and a lawsuit.

Yes! Seniors make up the largest demographic Ottawa and will continue for many years to come.

Give us back our sidewalks, pathways, outdoor space and enjoyment in SAFETY!

We cannot age in a healthy environment while “sharing pathways, sidewalks and outdoor space” with cyclists!

Segregate cyclists away from pedestrians...young and old!

When can we see enforcement of speed limits? Beechwood and Vanier parkway is insane.

no

Merci!

Check out Kichi Sibi Trails, and Chief Pinesi Portage at Rockcliffe on FB

Responding to climate change, air quality, and health concerns requires a shift away from allocating the lion's share of transportation funds that encourages motor vehicle. Funding instead needs to be tilted towards sustainable, active transportation projects that promote healthy lifestyles and zero-emission transportation.

Consider inviting people to learn skijoring or dog sledding on the paths. Pet owned - not company owned dogs

I hope there are plans to control those e-scooters... that were left all over the place last summer (on private property, blocking entrances to homes, blocking sidewalks, lying in parks, etc. And I am concerned about the plethora of bike thefts.

The new cycling lanes that are being added all seem to be half measures and band-aid solutions. If the City of Ottawa is serious about active transportation it will stop trying to please everybody (aka cars and parking) and implement proper cycling infrastructure and not half measures with the example of what is found on Beechwood avenue. In addition, the curbs leading up to the elevated paths are terrible and pool sand and water at the entrance and exit points. Although in a different ward, Elgin street is a fine example of half measures which seems to have inspired Rideau Street as well. It's so discouraging to see one half-measure after another. Just do it right the first time! We have Montreal as role model. Let's be inspired by their achievements and replicate them here in Ottawa. And let's be inspired by what real consultation looks like:

https://s3.ca-central-1.amazonaws.com/ehq-production-canada/documents/attachments/8cd4511bcb7f44945b201aa2d6fa48a09f2475f3/000/012/165/original/Rapport_Synth%C3%A8se_Consultation_publique_VF.pdf?1539973915

We need some community education on road rules for both bikes and cars. Cyclists don't have any risk safety training. The cyclists need to know and follow the rules (hand signs etc) so the cars know where they are riding.

Nothing at this time.

Ottawa is a delightful place to use active transportation, and Ottawa's investment in active transportation will have huge benefits for people and for the environment. Thank you for supporting this work and making Ottawa into a safe, green, beautiful city.

We are new to the area but find it very difficult to navigate from Montfort Hospital to St Laurent

I think taking a close look at the numbers on the Strava heatmap the city has access too will show where people cycle. One can research why people avoid the Market even though it could be a very attractive area to cycle through with the many bike tours in Ottawa.

I'm glad to see Ottawa reaching out for opinions. Hopefully green travel will become safer and easier.

Zoom chat log from May 5th Active Transportation Q&A

19:05:02 From Mathieu Fleury to Everyone (in Waiting Room) : Good evening everyone we are starting shortly. La séance débute sous peu.

19:05:25 From Mathieu Fleury to Everyone (in Waiting Room) : Good evening/ Bonsoir à tous

19:06:10 From Mathieu Fleury to Everyone : Good evening/ Bonsoir à tous

19:06:51 From Natalie Belovic to Everyone : Bnjour Mathieu, Bonjour tout le monde!

19:16:50 From Suzanne Lepine to Everyone : slide of e/es name and title would be helpful

19:17:51 From Chris Greenshields to Everyone : Can we get a French version of the deck for further circulation to our members.

19:18:36 From Mathieu Fleury to Everyone : Yes we will share City deck in both languages

19:19:02 From Rawlson King to Everyone : Thank you for joining us this evening. We are also streaming live on Facebook.

19:19:53 From Nora Benamra to Everyone : This plan does not show Overbrook

19:23:11 From Mathieu Fleury to Everyone : Please share with us what motivated you to join this evening? (and Thank you) / Question pour tous: Qu'est-ce qui vous a incité à nous joindre à la séance? (et surtout merci)

19:23:59 From M - Carolyn Mackenzie to Everyone : PXO?

19:24:10 From M - Erinn Cunningham - Bike Ottawa to Everyone : Pedestrian cross over (PXO)

19:26:06 From Vanessa Dewson to Everyone : I joined because I was hit by a car as a pedestrian crossing the Vanier Parkway at Donald. Driver was turning left and did not look. I'm lucky to be alive and want to make sure pedestrians and cyclists stay safe in this area.

19:26:43 From Danika Brisson to Everyone : What's TMP again?

19:27:00 From Ken Walker to Everyone : Transportation Master Plan

19:27:01 From Mathieu Fleury to Everyone : Transportation Masterplan

19:27:02 From Nora Benamra to Everyone : This is a bad story and it shows that speed limit needs to be also taking in account when we do active transportation planning

19:27:32 From Chris Greenshields to Everyone : What role do planning TIAs play in mode share targets etc. C

19:28:36 From Chris Greenshields to Everyone : Almost all TIAs in our area say that roads are at capacity for vehicle traffic and have to be managed thru active transportation in addition to transit.

19:28:55 From Gita Zareikar-Cycling to Everyone : I joined because we commute with bicycles most of the times and are wondering how cycling safety is considered in the plan.

19:29:42 From gracen (walking, vanier north) to Everyone : Joined to say thanks for the lane narrowing installation on Beechwood. It feels like it's working and seems like a cost effective, quick installation that could be repeated elsewhere.

19:30:44 From Ken Walker to Everyone : Unfortunately Elgin is an example of the City not following the Complete Streets Policy for a road renewal. Please ensure this mistake is not repeated in your wards.

19:30:48 From * Diane Irwin to Everyone : Does the Ontario Traffic Manual cover all modes of transportation?

19:31:44 From Mathieu Fleury to Everyone : I am excited to see so many who are talking time to engage on missing link, infrastructure investments, connectivity.... Merci de vous joindre à la séance - l'équipe est inspiré par votre participation et hâte de voir vos idées, commentaires et suggestions.

19:32:04 From Mathieu Fleury to Everyone : taking*

19:32:15 From Monica Brown - cycling to Everyone : I joined because my family commutes by bike, we need better infrastructure - and also because we need speed limits and impediments on our neighbourhood streets for everyone's safety (kids playing, pedestrians and cyclists).

19:32:24 From Deborah Lightman to Everyone : Hi Diane, the Ontario Traffic Manual does cover all modes.

19:32:48 From Nora Benamra to Everyone : @ken Walker. do you know if a list of mistakes on Elgin exists ?

19:32:57 From Brian Cunningham Cycling to Everyone : I bike on Montreal Rd. I've been cut off twice while westbound by westbound cars turning into the Montfort Hospital. Not sure what can be done about this. Also concerned how narrow road is at the NRC overpass with no bike lane. Solution in this area is for bicyclist be allowed on sidewalks.

19:33:47 From Suzanne Lepine to Everyone : Bonsoir C. Fleury, merci pour cette consultation. Vanier ayant été identifier pour une densification accrue, le secteur a besoin d'infrastructure,; une traverse piétonnière avec feux de circulation sur la prom Vanier et le passage Charlevoix et Landry. Les résidents ont besoin de traverser sécuritairement et d'avoir accès, autobus, parc, entre voisinages. En hivers c'est particulièrement dangereux. Un Xcross walk vient d'être installé sur Creighton, la prom Vanier en a besoin aussi

19:33:57 From Christine Blais to Everyone : Joined to see what was being planned. I'm hoping to see something along Marier. Currently in rough shape. Pot holes at the intersection of Beechwood and Marier make the turn a bit dodgy. Also wanted to reiterate that paint on a busy roads does not make a cyclist safe. Physical barriers are the way to go. Thanks for the work on this. Cheers

19:34:09 From Ken Walker to Everyone : @Nora Happy to take this offline, you can ping me @bikeviewca on twitter.

19:34:43 From Ben CF to Everyone : Very excited to have a separated cycling facilities as a spine on Cumberland. Very important for us here in Lowertown for our everyday trips.

19:36:05 From Peggy DuCharme WALKING to Everyone : Ped crossing long signals all along King/Ed/Rideau/Waller/Nicholas truck corridor and adjacent intersections such as Nicholas/Besserer and Nicholas/Daly. Traffic lights timing geared to trucks and transit in this density area.

19:36:11 From John Gill cycling, walking, transit to Everyone : Joined to see what the plans and guiding principles are.

19:36:26 From Nora Benamra to Everyone : I joined because I bike and walk. We need more bike lanes (finishing the Donald portion) and reducing speed limit will make active transportation save

19:36:42 From Elizabeth McAllister to Everyone : OP creates corridors out of Hemlock, Beechwood to direct traffic into the market and across a new Alexandra Bridge. Putting emphasis on Patrick creates increased risk for biking in the Market. More traffic into market does not seem to align with plans for the Market and Lowertown renewal.

19:37:30 From Heather Amys to Everyone : I am very concerned about safety for all active transport on Donald St. the fantastic Adawe crossing has transformed walking and bike traffic - no question. But Donald is an East/west "designated corridor" - the only one between 417 and Ottawa River - with no traffic calming measures at all. Traffic has increased dramatically especially with Montreal Rd construction, speeds have increased, truck traffic is up all while pedestrian and bike traffic is way way up and growing. Combine this with plans to greatly increase residences/ population (bigger taller buildings planned all along this minor corridor) and 50 km plus plus speeds - it's a recipe for disaster! help!

19:38:19 From Katarina Cvetkovic to Everyone : Hi Brian, the Montreal-Blair Road Transit Priority Corridor EA study is in progress and will recommend improvements to transit, cycling and pedestrian facilities on Montreal Road between St. Laurent Blvd and Shefford Road. This includes the areas you mention, at Montfort Hospital and at NRC campus.

19:38:19 From Danika Brisson to Everyone : I joined tonight because I appreciate the improvements we've seen so far and to talk about other pieces we can bring to make cycling safer in Overbrook (Donald, Lola) and to make cycling to other close locations (ex. cycling to trainyards to do errands)

19:38:42 From Monica Brown - cycling to Everyone : I have been deeply appreciative of the strides Ottawa has been making re: cycling. That said, I'm curious to know why the 2030 goals for active transportation seem so conservative (11%). Cycling and other forms of active transportation are critical for health and wellness - there needs to be a comprehensive approach to promoting healthy cities that integrates health, environmental and economic considerations to make Ottawa a truly 'world class' city - at this point, there's nothing to suggest that the sustainable development goals, health-in-all-policies, climate change mitigation and adaptation or other macro-policies for dealing with the sticky and interlinked problems of health, pollution and equity are being seriously considered in planning decisions at the city. How do we push Ottawa forward?

19:39:10 From Peggy DuCharme WALKING to Everyone : If traffic light is too long a wait, pedestrian will walk against the light. Traffic light length affects BOTH pedestrians and cyclists.

19:39:11 From Alain Rabeau to Everyone : While I applaud the development of AT within these two wards and elsewhere in the city, I believe that the investment in infrastructure outpaces funding for infrastructure maintenance. Christine Blais mentions potholes, but also poor sealants between different strips of asphalt are menaces to cyclists not to mention the seemingly absolute absence of regular street sweeping throughout the regular cycling season. An annual sweep, conducted in May along the main bike lanes is simply insufficient and makes riding at time treacherous.

19:39:18 From * Diane Irwin to Everyone : any consideration of removing beg buttons?

19:39:54 From Patrice Côté to Everyone : I am concerned with all new implementations/revitalisations that could negatively impact the efficiency of public transit (increase time on bus routes).

19:40:25 From Sandra Milton LCA - walking/accessibility to Everyone : What about the crossing at KE & St Andrew, it is a long wait time for pedestrians. Also, dangerous needs flashing light crossing.

19:40:28 From Monica Brown - cycling to Everyone : I wish there were options to 'like' or respond to other comments!

19:40:48 From Miklos Horvath to Everyone : Beechwood & St. Charles needs to be looked at re: pedestrian crossing

19:41:03 From Sarah Pye to Everyone : appreciate the improvements on Hemlock, but still do not feel nearly safe enough to send my children on their bikes from Manor Park to school at De La Salle or Trille des Bois in Vanier. safety barriers would be necessary on these busy roads.

19:41:34 From Elizabeth McAllister to Everyone : Alain Rebeau: agree dust and dirt from Hemlock to Beechwood keep many from walking that route. Plus poor snow removal on paths and sidewalks.

19:41:39 From Monica Brown - cycling to Everyone : Ré: Donald st and McArthur - why was McArthur chosen for the cycling lanes? it's a complete hazard with the buses and traffic in and out of Loblaws. Donald is a reside trial street and connects directly to Adawa, why the disconnect??

19:41:58 From Chris Greenshields to Everyone : Phil Landry: the VCA has registered its objections to the Montreal Rd Revitalization project decision (apparently as directed by City traffic staff) to eliminate the south pedestrian crossing for the duration of the project in favour of facilitating vehicle turns on to the Vanier Parkway south bound. Why is pedestrian safety put at risk in order to facilitate vehicle traffic?

19:41:59 From Deborah Lightman to Everyone : @Monica, the new mode share targets in the Transportation Master Plan have not yet been released. What Energy Evolution was recommending was 11% pedestrian + 11% bike for an ambitious total of 22% active modes.

19:42:20 From Patrice Côté to Everyone : No parking there please

19:42:36 From Cary Willis (cycling) to Everyone : Bike path on Beechwood needs to be uniform along the length - no parking - dangerous to have it weave in and out especially once road markings disappear

19:42:41 From John Gill cycling, walking, transit to Everyone : Take account of the hills and valleys and do what you can to keep bikes rolling (cf today's transit meeting where AI, magic \$10K a box monitoring would stream data to vehicles so they can adjust their speed and not have to stop -- to save 5% on fuel) or encourage a switch to active transit and save 100% on fuel.

19:42:44 From Marjolaine Flynn to Everyone : + bus stops on beechwood can be dangerous with the cycling

19:42:52 From Mathieu Fleury to Everyone : Next agenda item will be the break out rooms. Please help us bring themes to each session by adding Walking OR Cycling at the end of your name. Pour tous celles et ceux qui souhaite joindre un groupe qui va discuter en français svp vous renommé (ajouter un *) devant votre nom

19:43:16 From Sandra Milton LCA - walking/accessibility to Everyone : Cars park in bike lane outside new LCBO on Beechwood to pickup order ...

19:43:34 From Mathieu Fleury to Everyone : renommer*

19:44:20 From Miklos Horvath to Everyone : The flexi posts at that location (Beechwood & Douglas) were destroyed several times last season by vehicles driving over them. To me this indicates a need to bring the bike lanes into the curb.

19:44:33 From Anna Lenk cycling to Everyone : I was also hit by a car when crossing Vanier Pkwy at Donald. The police took a report when I phoned them but unfortunately I had written down the plate of the hit and run car wrong (the car drove away slowly, maybe looking back to see if I was dead).

19:44:48 From Chris Greenshields to Everyone : There needs to be a City plan to reduce the effects of the Vanier Parkway as a barrier to pedestrians dividing Vanier. The VCA has proposed another PXO as part of RMA for 112 Montreal redevelopment, similar to what has put in place at Presland.

19:45:50 From Anna Lenk cycling to Everyone : The flex posts on St Patrick have been damaged and stick into the cycle track - a new hazard.

19:46:04 From Osman Romero, ENG, PEDESTRIAN to Everyone : How much decision-making power (or pull) does "NCC" have with some of these projects?

19:46:26 From Al Crosby to Everyone : Where is the North - South Bikeway for Wateridge Village discussed in the CDP?

19:46:27 From Elizabeth McAllister to Everyone : Hemlock from Aviation Parkway to St Laurent is unlit, many bushes and his drug exchange area. Not safe as is.

19:47:05 From Christine Blais to Everyone : Cars are always in the beechwood bike lane. It's not noticeable enough. It would need to have physical barriers of some sort. Perhaps if the bike lane is built like a side walk, the parking can remain in the road.

19:47:09 From Miklos Horvath walking to Everyone : There needs to be an emphasis on the maintenance of our existing infrastructure. Many sidewalks are in very poor condition and are not fully accessible to all residents.

19:47:25 From Suzanne Lepine to Everyone : pedestrian count for a crossing on VPW between Madeleine Meilleur and Beechwood will not demonstrate the need. MOST users are too afraid to cross.

19:47:57 From Deborah Lightman to Everyone : @Elizabeth, the image on the slide of cycle tracks on Hemlock is from the Wateridge Village Secondary Plan

19:48:08 From Katarina Cvetkovic to Everyone : I look forward to working with you all on the St. Laurent Boulevard Transit Priority Corridor (Hemlock to Innes Road) Environmental Assessment (EA) Study. The statement of work (scope description) for this EA study was approved today at

Transportation Committee. Transportation Planning staff can soon proceed with next steps, which is the consultant selection process and then the launch of the EA study.

19:48:22 From Sandra Milton LCA - walking/accessibility to Everyone : Love the Cummings bridge

19:49:17 From Anna Lenk cycling to Everyone : Re Cummings bridge - the separate left turn signal on North River is a huge improvement for pedestrians and cyclists.

19:51:03 From Rachelle Daley to Everyone : I joined because I live in Overbrook and appreciate the improvements to cycling etc. but I commute via cycling and walking, with my children, to École Mauril Belanger. I have concerns about Safety surrounding École Mauril Belanger (Montgomery street in particular), and routes to arrive there.

19:51:39 From Chris Greenshields to Everyone : The VCA has requested a consultation on traffic management and calming in Vanier

19:51:46 From Elizabeth McAllister to Everyone : Please also look at London Terrace. There are no sidewalks, lots of speeding and lots of children crossing between Alvin Park and London Terrace Park. Residents include many people in public housing who are disabled. Very dangerous for pedestrians.

19:51:54 From Gita Zareikar-Cycling to Everyone : What is in the plan for the maintenance of the bike lanes? e.g. debris on MacArthur

19:51:56 From Dominique Boulais - cycling to Everyone : Please extend flexi posts on Sussex in front of the National Gallery all the way to the stop line. The road curves leading to the stop line and large vehicles routinely take the corner too fast and cut into the bike lane as they make the turn. I have nearly been hit by a vehicle here and have witnessed near misses for other cyclists. I have been writing to City staff about this issue for the past two years and have sent many photos showing vehicles cutting into the cycling lane. Serious accident waiting to happen here! Please extend the flexi posts to make drivers slow down, take the corner safely and avoid cutting into the cycling lane.

19:52:26 From Chris Greenshields to Everyone : This relates to the western sector where there will be more than 4000 new residents. The impact of all the new developments in this block needs to be looked at holistically.

19:52:49 From *Nora Benamra-Cycling// speed limit to Everyone : PXO ?

19:52:56 From Phil Nowotny to Everyone : Cummings Bridge junction upgrade is generally good. the widening of the MUP North was a missed opportunity when North River Rd 2as resurfaced. it's so tight there

19:52:56 From Lauren Touchant to Everyone : Improvements at the intersection of Montreal Rd and North River: If you are using incident data from 2020, it is very likely that the data is not reliable because of the stay at home orders and pandemic measures ? Cycling and driving habits significantly changed last year. You need more qualitative data and add pandemic variables in the modelling and the feasibility study.

19:53:05 From Chris Greenshields to Everyone : Why has the City repeatedly rejected traffic calming for Montreal Rd especially at the western gateway?

19:54:04 From Suzanne Lepine to Everyone : Please do not wait for a fatal collision at the Cummings crossing to put an underpass. Even with the improvement, the intersection remains chaotic during peak season.

19:54:13 From Adam Hortop to Everyone : W.r.t. the question about TIAs and Mode share targets: The TIA (Transportation Impact Study) is affected by the mode share targets. This can influence the amount of parking spaces required for a development.

19:54:13 From Chris Greenshields to Everyone : Excellent city presentation. thank you

19:54:25 From *Alain-Remi Lajeunesse to Everyone : Flexi posts would be useful along Crichton as it is a wide street and interprovincial traffic makes it unsafe for cyclists as cars always are driving beyond speed limits

19:54:54 From Phil Nowotny to Everyone : also it's quite confusing how to trigger the lights as there are no yellow dots on the ground and it's hard for me to activate the lights manually as I have a cargobike

19:56:32 From E Gammell walking biking to Everyone : One time I am a bad cycling citizen is at Beechwood and Vanier Parkway on my commutes from Manor Park towards community centre at St. Patrick or up toward Ottawa U and south end of downtown core: I do not want to bike the whole way in crazy car truck traffic across ling bridge a d all the way to the next traffic light intersection. I want to cross at Vanier Parkway and get over to the left or south side of the bridge so I can duck left or south into the neighbourhood quiet streets as soon as bridge is done. And I don't want to get off my bike to walk it on the loooong trip across the bridge on the sidewalk. Any chance to add a westward lane to allow an early duck off off the west end iff the bridge

19:57:12 From E Gammell walking biking to Everyone : I'm locked out of abreakout room

20:19:34 From Osman Romero, ENG, PEDESTRIAN to Everyone : What is the City doing to stay competitive with other modern cities?

20:21:56 From Gita Zareikar-Cycling to Everyone : I imagine there is going to be a bike lane on the new development of Montreal rd? if so, how is it going to be connected to Montreal rd West of St. Laurent?

20:23:13 From Marjolaine Flynn to Everyone : Yes, with all the new condos going up in the downtown / Lowertwon / Overbrook / Vanier Area, we need the City to be greener and safer than ever for cyclists, pedestrians and people with accessibility needs, for everyone's safety, and for the quality of life of Ottawa residents. We want a Copenhagen !!! We want green!!!!!!!

20:24:25 From Alain Rabeau to Everyone : Matthieu, Rawlson, I think that we need to bring the AT strategy to the next level. If I can characterize what I have seen in the last 20 years is the build up of the "thoroughfare" infrastructure. For example, east - west you have the transit way corridor, Coventry, Montreal Road, Beechwood and then Sussex. But I think the city needs to think green and build clearer links to existing community infrastructure like libraries, community centres, swimming pools, parks and schools. The the NextGen AT network. Let's shift away from FF transportation to HP (no, not Hewlett Packard - Human Powered) pathways to community infrastructure.

20:24:36 From Lynne Avard - cycling to Everyone : Besides connecting the LRT route to Mackenzie downtown we need a

connection at the other end, from Aviation Pkwy-Cyrville Stn west to Max Keeping.

20:24:55 From Suzanne Lepine to Everyone : Super de voir l'engouement pour un meilleur transport actif. Merci aux e/es de la Ville et continuez le travail. Beaucoup d'amelioration depuis que je fais de la bicyclette il y plus de 50ans à Vanier.

20:25:43 From Neil Saravanamuttoo to Everyone : Alain Rabeau's last point above is key.

20:26:35 From M - Carolyn Mackenzie to Everyone : Issues from Group 5:

20:27:18 From Neil Saravanamuttoo to Everyone : When we talk about AT, we should include PUBLIC WASHROOMS in the discussion.

20:27:57 From E Gammell walking biking to Everyone : I listed myself as walking cycling, but was invited to cycling breakout -- could just as easily been on a pedestrian break out!

20:29:48 From E Gammell walking biking to Everyone : A lifelong dream to get NCC to be responsive and work together with anyone else, eh!

20:30:12 From M - Carolyn Mackenzie to Everyone : Group 5: Appreciation for demonstration of granular knowledge of staff; Issues: Safety, focus on complete links, not bits and pieces as funds made available or a scattershot approach; need to have the MasterPlan, but too much time required to put pieces fully in place so need to be more open to ST/transitional measures that can be implemented in the meantime

20:30:23 From Samantha McAleese (cycling) to Everyone : ^^^ Yes! Echoing/boosting Neil's comment re: public washrooms at a key component of AT!

20:31:25 From Elizabeth McAllister to Everyone : Points in issues on Schools very good: See here <https://manorparkcommunity.ca/home/open-letter-from-the-mpca-to-elected-representatives/>

20:32:03 From M - Erinn Cunningham - Bike Ottawa to Everyone : Intersection are a big challenge for all active transportation users - people on bikes, walking, and rolling. We need to make sure projects get us through safely through the intersection!

20:32:45 From David Messier to Everyone : La ville doit prioriser la séparation physique des vélos, des véhicules et des piétons. Les pistes cyclables sur les trottoirs est une bien faible amélioration lorsque les vélos deviennent un danger pour les piétons (et réciproquement). St-Laurent, en particulier, devrait avoir sa piste cyclable séparée comme sur Laurier, compte tenu du trafic lourd qui emprunte St-Laurent et de la vitesse élevée sur cette artère. Il y a encore beaucoup à améliorer sur Beechwood - un cas difficile compte tenu du peu d'espace disponible.

20:33:49 From Peggy DuCharme Sandy Hill to Everyone : Wider sidewalks is not the only lense to look through in consideration of pedestrians. Suggestions that each corridor not be expected to accommodate all modes. Perhaps delegate some uses to alternate adjacent streets to main corridors to diversify the use of available infrastructure. For pedestrians, issues include long wait times at crosswalk signals, highway-type barriers to destinations, access to resident buildings for service delivery and disability loading, obstacles on sidewalks that are not managed, i.e. piles of waste, street furniture, sandwich board signs, panhandlers, etc. — all affect mobility and safety concerns for disabled, elderly and leisure walking for exercise.

20:34:15 From Alain Rabeau to Everyone : As the AT plan considers developing the infrastructure, please, factor in the total cost of ownership! Back on my hobby horse: we build infrastructure and tend to underestimate the cost of maintenance. As a result, repair, upgrades and just plain cleanliness is an easy decision to put off into the future and actually increase the cost of ownership. Please! Sweep! Please. Fill pot holes!

20:35:02 From Anna Lenk cycling to Everyone : One thing that I havent seen mentioned is those sneaky lights that look like theyre changing but - whoops - not. For example Cummings and Donald.

20:35:08 From M - Erinn Cunningham - Bike Ottawa to Everyone : There was also a question in our group about how the TMP will handle microbility modes like e-scooters.

20:38:32 From M - Erinn Cunningham - Bike Ottawa to Everyone : we also need separate standards for pothole filling for bikes and active transportation. Too often the patches are almost as uncomfortable as the potholes.

20:38:56 From Ben CF to Everyone : So true about the potholes! You can difficultly be paying attention to both the road conditions and what's going on around you.

20:39:56 From M - Erinn Cunningham - Bike Ottawa to Everyone : +1 to ensuring that we have an equity lens, so we prioritize communities that may have less transportation options and lack good infrastructure!

20:39:57 From Alain Rabeau to Everyone : Final rant, and thanks for reading. As we are developing new neighbourhoods (Yes I know that does not apply to Matthieu and Rawlson's wards) the infrastructure to link community facilities (schools, public facilities) should be built in. This has to be taken into account at the planning stages, along with the development application. Too many new neighbourhoods do not take AT needs into account.

20:40:02 From David Messier to Everyone : The City should back up its AT plan with real money, for both capital and current expenses.

20:40:45 From Phil Nowotny to Everyone : and also behaviour change measures, schools were mentioned for instance

20:40:46 From Monica Brown - cycling to Everyone : and how do underserved areas in wards (like Vanier south, with fewer people enfranchised through public outreach and engagement), get a voice to acquire basic and active transportation, including significant limits on traffic speed, accessible sidewalks and interconnected cycling (to bike paths but also to the light rail!)

20:43:03 From M - Barbara (Bike Ottawa) to Everyone : If we

20:43:07 From M - Barbara (Bike Ottawa) to Everyone : oops.

20:43:34 From Osman Romero to Everyone : Short Term vs. Long Term; not waiting for Section 37 or major Projects to THEN create a plan...

20:44:11 From M - Barbara (Bike Ottawa) to Everyone : If we're going to look at this from an equity perspective it might "appear" that some wards needs "more", but really they are catching up in terms of sidewalks and bike lanes.

20:45:57 From Phil Nowotny to Everyone : Please also plan better for odd bikes like cargo bikes, trikes etc for turns, parking, crossings

20:47:26 From Phil Nowotny to Everyone : on that note, please consider signing this petition re legal changes impacting odd bikes: <https://curbsidecycle.com/blogs/blog/we-re-concerned-about-the-moms-act-and-need-your-help>

20:47:28 From Brian Cunningham Cycling to Everyone : I am at a lost to understand why McArthur was made the East West bike route when it stops at St. Laurent. Where do you go from there if you want to continue east? When on Somerset East and cross the bridge into Vanier you are on Donald. Why wasn't Donald made the preferred bike route? It takes you right to Cummings Ave. With cooperation

from the NCC, this route could have continue east on a nearby side street to the Aviation Parkway and then proceed north or south. Donald Street is a wider Street.

20:47:46 From Monica Brown - cycling to Everyone : In addition re: children and safe, sustainable active transportation, I and several neighbours and friends in 'Vanier south' and Overbrook have kids who attend school in 'Vanier north', specifically Trille des bois - I am very unlikely to allow my children to bike to school alone if they have so safe space to cross Montreal road. Have Montreal road north-south crossings for cyclists been considered?

20:47:50 From I.a. Smallwood to Everyone : A bike lane is only as good as its weakest link

20:48:02 From Monica Brown - cycling to Everyone : yup

20:50:22 From E Gammell walking biking to Everyone : Also the safety of (and sometimes menace to pedestrians of) the marvellous technological advanced motorized wheelchairs going down road and designated bike lanes -- sometimes faster than I can bike, and they seem to zoom out of nowhere. Ought some of them now start to have daytime running lights, turn light signals and even get speeding tickets 😊 Holy man! Freedom for the wheelchair users, a new factir in the mix --- and echoes earlier point of challenge to manage radically different speeds on same lanes. Ought to try to do more to channel different speeds (fast bikers, hightech wheelchairs, scooters) to different designated routes?

20:50:53 From Lauren Touchant to Everyone : Poverty reduction strategy + proper investment in mental health/addiction support programs though community health initiatives.

20:50:55 From Neil Saravanamuttoo to Everyone : Request to staff: has the official cycling map been updated since 2019-20 version? And can you make sure that the latest version is the one posted on the City website (currently 2018 map is the one posted)

20:51:13 From Chris Greenshields to Everyone : What about group 7

20:51:29 From Chris Greenshields to Everyone : Erin was moderator

20:51:38 From Phil Nowotny to Everyone : Let's put the by-law officers onto bikes and let's see if they will stop enforcing ;)

20:52:35 From M-*Florence Lehmann to Everyone : Un commentaire dans mon groupe, c'est qu'on utilise trop d'acronymes dans les présentations et que les gens ne comprennent pas toujours. (En passant)

20:54:44 From M - Barbara (Bike Ottawa) to Everyone : Our group made the same comment about acronym usage. Would be good to make sure everyone knows the lingo.

20:55:26 From *Nora Benamra-Cycling// speed limit to Everyone : Not to forget in the strategy the speed limit issue on streets like Donald

20:55:29 From Lauren Touchant to Everyone : We should be using the term "Active & Sustainable transportation" (to consider climate impacts and impacts on communities) - we need an integrated active and sustainable transportation strategy for ward 12 and ward 13.

20:55:38 From Christine Blais cyclist pedestrian to Everyone : Thank you for this consultation. Looking forward to the future improvements.

20:56:01 From Suzanne Lepine to Everyone : A+ Lauren

20:56:05 From Peggy DuCharme Sandy Hill to Everyone : Thank you to Councillors King and Fleury for hosting and City staff for providing presentation and information. Thanks Jerry for facilitating our breakout group, and to everyone for attending and contributing your time.

20:56:18 From Heather Amys to Everyone : merci, great session!

20:56:21 From Neil Saravanamuttoo to Everyone : Thanks for the consultation. Important issues, and it's great to see the city continuing to move this agenda forward.

20:56:29 From M - Robb Barnes at Ecology Ottawa to Everyone : Thanks for the great session, everyone!

20:56:43 From Gita Zareikar-Cycling to Everyone : Thank you for the great session

20:56:44 From M - Robb Barnes at Ecology Ottawa to Everyone : Merci à tous!

20:56:51 From * Diane Irwin to Everyone : Looking forward to continued exchange.

20:57:12 From Catherine Mageau Walker - walking to Everyone : Echo and agree with width of shared paths being increased to accommodate more users, some form of sidewalks etiquette education, space for different speeds and people doing different things, water sources important, benches slightly away from the path for walkers taking a break and providing space for all

20:57:16 From Ben CF to Everyone : Thanks for the great session, and thank you/congrats on today's Transportation Committee success on 30km/h

20:57:18 From *Nora Benamra-Cycling// speed limit to Everyone : Merci / thank you

20:57:26 From Al Crosby to Everyone : We need more public input . Thanks!

20:57:28 From Austin Spademan to Everyone : Thank you!

20:57:32 From M - Erinn Cunningham - Bike Ottawa to Everyone : Thanks for the opportunity to engage! This was helpful and informative!

20:57:33 From Catherine Mageau Walker - walking to Everyone : Merci beaucoup, bonne soirée!

20:57:35 From Osman Romero to Everyone : Thank you/merci

20:57:38 From Marjolaine Flynn to Everyone : I am hopeful, and also have expectations, about our City's potential and capability to be sustainable, safe and accessible within a near future. Thank you for the session. Merci!

20:57:38 From Natalie Belovic to Everyone : THanks kindly! Great discussion.

20:57:40 From Miklos Horvath walking to Everyone : Thank you, great session !

20:57:59 From Suzanne Lepine to Everyone : 30Km/hr neighbourhoods A+

20:58:22 From Mathieu Fleury to Everyone : Merci à tous! Good evening!

Active transportation in our City

July 28, 2021



I have worked extensively for more than 10 years to advance investments in active transportation in our City, including in our community of Lowertown, Sandy Hill, and Vanier.

Our office values safe transportation for all road users throughout our City. Notably, in our community, we have been working to reduce the number of missing links for sidewalks and cycling infrastructure, resolve standards issues as our area is one of the oldest in Ottawa, and reduce safety issues by improving overall accessibility.

On May 5th, we hosted an active transportation town hall in collaboration with Councillor King's team. Rideau-Vanier, our community, and Rideau-Rockcliffe, our neighbouring community, share many of the same challenges regarding missing links and desirable connections.

Many organizations supported the forum and helped us with the organization of this discussion by bringing forward ideas and identifying key issues. The organizations that

support this forum's success include: Bike Ottawa, Walkable Ottawa, the Ottawa Disability Coalition, Ecology Ottawa, and the City. Participants from our communities were able to pre-submit feedback and participate in the session. The meeting began with a short presentation by the City, including team members from the transportation planning, active transportation planning, and traffic services teams. Participants were then split up into breakouts led by the event partners and City staff to discuss missing links, safety concerns, and key priorities to improve accessibility, walk, and cycle. The event wrapped up with each group reporting on their discussion and priority areas, followed by an open discussion to conclude the engagement session.

Partner organizations brought meaningful context and facilitated this critical forum. Councillor King and I's offices will continue to work together, including with our respective community associations, to see through immediate improvements as opportunities allow and ensure this effort builds on the foundational elements to shape the City's Transportation Masterplan review.

Since my first Council term, we continually work on immediate and policy improvements to build positive shifts in our City. In coordination with the community, this work has continued to grow and add over the years.

We have seen several significant projects in our City's core that shape the opportunities to meaningfully transform the transportation network and make active transportation a choice for residents. The list of projects is endless; they show that targeted investments make a difference and bring safer options, increasing pedestrian and cycling use. The Adawe bridge comes to mind with that reflection. The bridge serves as a highway for pedestrians and cyclers coming from near U Ottawa/Centretown and making their way to or from communities east of the Rideau River. The Laurier bike lane has set the tone for the types of street transformation that can bring safe cycling through the urban road network. The Accessibility for Ontarians with Disabilities Act (AODA) sets the ground for all sidewalk, crossing, and traffic signals to elevate all new infrastructure investments to meet those accessibility objectives.

Like the AODA, one of the most important decisions by the City Council was the approval of the Complete Streets Policy, which ensures safe experiences for all when streets are redone (pedestrians, cyclists, transit users, and vehicles). This fundamental policy now sets an essential baseline for all infrastructure investments. Several main streets have benefited from a street narrowing, which has improved safety, increased pride, and diversified transportation options, including Beechwood, Somerset E, Rideau, McArthur, and now Montreal Road. Additional and unexpected investments to bring a winter maintained and lite MUP along with the LRT phase 1 have shown a tremendous opportunity for alternative active transportation corridors. The City must strive for continued improvements for these public investments into our infrastructure. We must also reset expectations regarding winter maintenance and sidewalk standards, to name a few.

Key Takeaways and Priorities

- **Sidewalk accessibility:** several years ago, the City had moved from standards of 1.5m width to 1.8m width for sidewalks. Over the last number of years, several priorities have emerged to ensure broader and safer sidewalks, including considerations for grades, hydro poles, retaining walls, frequency of driveways, etc. The City is currently engaging with residents to review its standards to meet the renewed increase in expectations
- **Winter maintenance standards:** currently, the street priority level (main street, schools, buses) have matching maintenance and cleaning standards for their sidewalk. We know that sidewalk classifications need reprioritization with high-volume residential sidewalks connecting to transit, schools, parks, employment nodes, etc. As the City recognizes and prioritizes the desirable residential sidewalks and bike lanes that can offer safe options for winter active transportation uses, the City is currently re-evaluating the classification of roads and sidewalks to reset the approach for the winter pedestrian and cycling networks.
- **Residential Streets:** All residential streets in the community to 30km have been newly approved (safer, slower traffic). This will help enforcement improve the livability of residential areas in our community. It allows for more traffic-calming measures (seasonal) and gives all new residential street rebuilding projects the right policy environment to see through those community objectives.
- **Signalization:** Advanced pedestrian lights, cycling signals, no rights on reds, automate pedestrian lights, and new pedestrian crosswalks (PXO) are all unique opportunities to improve safety and rebalance for active transportation uses. A review is underway to reconsider the red-light reverse signal and reduce pedestrians' requirement to beg for the light (aka beg buttons).
- **Safe cycling:** Safe pedestrian options from Sandy Hill to Lowertown, from Lowertown into the Byward Market, and Sandy Hill to the Byward Market need to be solidified. Attractive opportunities exist along Cumberland, Nelson, Chapel, Beausoleil and York, to name a few.
- **Somerset Street East:** This segment needs to be rebuilt to meet the active transportation highway aspirations along this corridor that has become a vital segment for pedestrians and cyclists.
- **McArthur Ave:** Major design investments are needed to make MacArthur a complete main street. The traffic calming has helped, and the cycling infrastructure has been a fundamental transformation for this main street.
- **Beechwood Ave:** the renewal of Beechwood into a complete street is much awaited. The recent redevelopment has drawn attention to the potential of this corridor to be improved with modern pedestrian and cycling spaces.
- **Vanier Parkway:** the TMP review needs to advance a much-improved transportation design for the Vanier Parkway. Long has been the old parkway flow. With all of its newer intersection and residential properties, the Vanier parkway needs a fundamental relook to ensure modern and safe network connections for all road users.
- **Cummings Bridge:** we have recently been able to ensure that the National Capital Commission adds the Cumming's Bridge NCC MUP connection to its pathway missing link elements. We will also continue to pursue this missing link through the City's TMP with a desire to see a below-grade MUP connection. The City is currently conducting a study to look at the feasibility of this below-grade option.

- **Rideau Bike connection LRT:** the recent improvements along Rideau Street (between Sussex and Dalhousie) set the course for vital and much-needed connections. We are connecting Centretown to the Byward Market/Rideau (Centre & LRT). The western segment needs to tie safely to the Canal MUP and continue to the Northside of the street's bi-directional lane and Wellington. The southern connection shows a vital promise to connect along Nicholas to meet the Laurier East-West bikeway and the LRT MUP connection.
- **Vanier Residential Streets:** Vanier was built as a suburb. Vanier does have a unique character with a non-grid transportation network. One of the essential elements in Vanier is to modernize its infrastructure and provide adequate sidewalks. There is a unique opportunity to renew many residential streets to provide newer pedestrian options to get to and from home to transit, parks, and schools. An example that is often brought up is for residents living north of Montfort who have few options to find a sidewalk to access the transit service in Vanier. New sidewalks are needed on streets like Ste Anne and Bradley to ensure safe and urban residential sidewalk connections.

It is paramount that we continue to clarify priorities and expectations relating to transportation improvements to, from, and throughout our community ahead of the transportation masterplan consultations and review. This forum was a unique opportunity to look at local, community-wide and core-wide missing links, safety concerns, and priority investments.

Next Steps

This report is meant to advance local needs, reflect current situations, and promote those needed investments in our community. We will continue to work with each community leadership group, including Ecology Ottawa, Bike Ottawa, the Ottawa Disability Coalition, and Walkable Ottawa to advance these needs.

We will be sharing this report directly with City staff to influence priority projects for the City's transportation master plan. For neighbourhood-specific concerns, we will continue to engage with our community associations.

Overall, this report is not meant to reflect everything that was said during the active transportation town hall. There were several conversations during the session by over 80 participants. The full notes are available in the appendices. We are ensuring all ideas and feedback are captured and shared with the City. We have extended that conversation already in a key area with City staff. We will continue to discuss these priorities with our community to see through the much-needed infrastructure improvements.