# Speaking Notes: Federation of Citizens Associations to Transportation Committee

Federation of Citizens Associations (the FCA) expresses its support of the Complete Streets policy in going forward with Council Priorities.

We are happy to see that the Council Priorities include several “Community Connectivity through Active Transportation” items recommended by FCA Members such as the “Osgoode Pathway to Manotick Link cc 10” that links Manotick and surrounding Osgoode ward communities to the Osgoode Multi-Use Pathway that in turn connects to the rapid transit network at the Leitrim Park and Ride Transit Station. (Priority TM3 – Community Pathways and Connections Program). We are looking forward to working with Councillor Darouze and city staff on this much needed pathway link.

We ask Committee and Council to further its support for walkability and cycling, in the Villages such as Manotick and at the former Towns outside the Greenbelt, like Kanata-Stittsville as well as in the downtown, centre of Ottawa. The Beaverbrook, Kanata Garden City was equipped with pedestrian pathways, child tricycle routes and other active modes 50 years ago; this council priority on active transportation and community linkages helps build and maintain healthy communities.

The FCA includes Member Associations from all parts of the City. Over the past two years FCA consultations on the Official Plan and Transportation Plan for the City of Ottawa confirmed widespread community and association interest in Transit, Transportation including Active Transportation.

Member Community and Citizen Associations highlighted specifics during our recent FCA workshop on Transportation in TRANSITion, kindly assisted by Transportation Chair Keith Egli, OC Transpo General Manager John Manconi, City of Ottawa Transporation Planning and Growth Manager Vivi Chi and further assisted by the City Railway Implementation Office.

We are providing you with a condensation of FCA Member questions presented during that session.

As Transportation Committee Members and Councilors can easily see in it, FCA Members strongly support cycling, walking, active transportation within the full range of a realistic programme of Transportation and Transit.

In closing we are grateful to Chair Egli and the other participants he helped us arrange for their assistance in informing and advising our membership.

**Tabled with the Transportation Committee for Information and future follow-up: “Transportation in Transition” June 4 Distinguished Federation of Citizens Associations Panel**

**“Highlights of Questions presented to Panelists EGLI, MANCONI, CHI”**

**Public Safety (Transit, cycling, walking)**

* What measures are being taken now and what else can be done, to improve Transit user safety at isolated stations?
* Can station locations and station design for the LRT Confederation and Trillium Lines be designed, oriented and constructed so as to make stations less isolated and safer for Transit users?
* What can be done, to separate cyclists and walkers from inner city arterial traffic and on other key city roads elsewhere?
* What policies, designs, practices are needed to provide sidewalks or walking paths or segregated walking areas, particularly in the suburbs and rural former towns and village arterial and collector roads, so as to prevent harm to walking elders and children?

**Motor vehicle Arterial Road Reductions**

* What timely,affordable options could improve commuting (Transit, active, car) between Kanata/Stittsville and downtown, commuting (Transit, active, car) and within (Transit, active, car) to & from locations between and among former towns, villages and communities beyond the Greenbelt?

**Car- Commuters**

* Which car-oriented commuters (not serviced by OC Transpo) can be expedited with detour routes into and out of the city.  Are there other measures for easing congestion? Who is our local GO TO for Prov roads?

**Access to Live, Work, Play in the “intensified city” downtown and beyond?**

* What is the process to re-route and schedule buses to attract suburban car drivers in the suburbs for getting to work, visiting friends, or doctor-hospital visits, shopping, participating in recreational and cultural activities, on week days, week-ends and holidays comfortably?
* What needs to be done to make a **car-less** lifestyle realistic for many more people living inside and beyond the greenbelt?
* How much demand must be identified in advance of introducing services in new communities?

**Fairness and practicability of Transit measures and detours/lane closures**

Starting June 15th, the eastern Transitway between Blair and Hurdman will be closed as will the western Transitway, Tunney’s to LeBreton.

From what our observers have gathered, solutions for serving eastern versus western suburban commuters accessing the city core differ in these two situations, raise questions of fairness, equity and practicality.

From the **eastern suburbs Transit commuters headed downtown will be offered an express bus** ride over bus-only lanes on the 417 to bypass several Transitway stations.

**Cooperation Question** FCA is committed to assisting Member community associations and cooperating with the City. We recognize Transportation and Transit are transformative.

* Would there be value in arranging occasional discussion rounds and updates?

Beltzner/Sealey/Clackdoyle