

Transportation Master Plan Workshop April 15, 2023 @ Jack Purcell CC

Sponsored by CAWI (City for All Women Initiative), CAFES (Community Associations for Environmental Sustainability), Ecology Ottawa, FCA (Federation of Citizens Associations), POP (People's Official Plan)

Attendance: 46 people

Presentations - TMP Cross-cutting Themes:

Climate Change – William Van Geest (Ecology Ottawa)

Presentation at <http://fca-fac.ca/wp-content/uploads/2023/04/230415EO.pdf>

Inclusivity/Equity – Lais Maurillo (CAWI)

Land Use – Paul Johanis (FCA)

Presentations – TMP Focussed Themes:

Cycling – Dave Robertson (Bike Ottawa)

Presentation at <http://fca-fac.ca/wp-content/uploads/2023/04/230415BO.pdf>

Transit – Kari Elliott (Ottawa Transit Riders)

Pedestrians/Safe Street Design – Alex Cullen (FCA)

Presentation at <http://fca-fac.ca/wp-content/uploads/2023/04/230415SS.pdf>

Project Prioritization Metrics – John Verbass (FCA)

Presentation at <http://fca-fac.ca/wp-content/uploads/2023/04/230415PP.pdf>

Discussion groups then identified issues. These were voted on by the workshop participants using the dot-ocracy method (10 dots per participant). Below are the results, which indicates the issues that gathered the most support (based on those issues receiving 2 votes or more).

A report on the workshop was delivered at the FCA-FAC General Meeting of April 19. The presentation is found at <http://fca-fac.ca/wp-content/uploads/2023/04/230419PR.pdf>

“Dot-ocracy” vote results

Climate Change:

Rank	Votes	Issue
1	33	Vehicle parking should be made more costly as a dis-incentive to vehicle use
2	17	City should promote e-scooter & bike-sharing use
3	14	City should additional funding towards the construction of complete streets above the schedule of retro-fitting streets
4	13	Eliminate parking minimums for residential buildings
5	11	When planning new development ensure integration with active transportation & transit (<i>see 10 below</i>)
6	11	Road infrastructure should accommodate should accommodate all users and should prioritize vulnerable users
7	11	Any development must require compensation for tree & greenspace loss (not through cash-in-lieu)
8	9	Transportation infrastructure (including transit stops) must be accessible (ref. AODA) (<i>see #14 Transit</i>)
9	7	Ban drive-through services as a means to reduce idling & GHG emissions
10	5	Institutional & employment & commercial development must be connected to active transportation & transit (<i>see #5 above</i>)
11	4	City should consider incentives to reduce the use of GHG-emitting vehicles
12	3	City should be more aggressive in implementing street design to reduce speeding
13	2	Accessibility should be integrated in all modes of transportation, with seamless transition between modes
14	2	All pedestrian crosswalk should be at grade
15	2	Price of parking should be directly related to GHG emissions generated by the parked vehicle
16	2	Rural communities should receive better public transit (<i>see #1 under Transit</i>)

Transit:

Rank	Votes	Issue
1	14	Rural communities need alternative transit solutions
2	10	Plan for Wellington Street trams plus extensions
3	10	OC Transpo must be held accountable for performance standards
4	9	Demographic diversity must be included in transportation/transit planning
5	9	Transit fares & passes should be reduced to give low-income people equitable access to public transit
6	7	Add bike-share facilities to transit hubs
7	6	Expand/improve Para Transpo
8	6	Improve connectivity & mutual use of OC Transpo & STO
9	6	Review future origin/destination needs
10	6	Integrate walking & biking with transit
11	5	OC Transpo fares must accommodate large families
12	5	Make OC Transpo operational data readily & publicly available
13	5	Plan for inter-city travel
14	5	Make all bus & transit stops accessible (ref. AODA) (<i>see #8 Climate Change</i>)
15	5	Optimize bus routes
16	4	Provide transit services as new development is built
17	4	Para Transpo fare rates & programs should mirror regular OC Transpo fares & programs
18	4	Improve liaison between OC Transpo and the public
19	3	OC Transpo should prioritize child access to public transit
20	3	OC Transpo should improve transit service to major leisure areas
21	3	OC Transpo should improve health & safety features on buses

Land Use:

Rank	Votes	Issue
1	22	Intensification in the urban core must include family housing
2	15	Distribution centres that require 18-wheeler trucks should be prohibited in the urban area
3	12	Transit services should be provided to urban expansion areas as they develop
4	11	No on-street parking in the city centre
5	11	Arterial roads should include trees etc. as buffers
6	8	Communities should include complete streets
7	7	City should investigate on-demand electric shuttle service
8	6	City should implement road pricing
9	5	Transit services should be improved within suburban areas
10	3	Preserve road allowance for greenery
11	2	City should convert back lanes as greenspace
12	2	Shrink footprint of structures to provide greenspace

Active Transportation:

Rank	Votes	Issue
1	10	Increase attractiveness for active transportation (walking, cycling) by providing shade (eg trees), better snowclearing, and greater safety from vehicular traffic
2	9	Impose congestion charges on downtown traffic
3	6	Improve accessibility through sidewalk design & better snowclearing
4	5	Install solar-enabled lighting for sidewalks
5	4	Provide dedicated paths for pedestrians, cyclists
6	4	Provide incentives to encourage alternatives to cars (eg cheap bus passes)
7	4	Promote bike-sharing, rental
7	3	Ensure pedestrian & cyclist connectivity during construction

Pedestrians and Safe Streets:

Rank	Votes	Issue
1	13	Pedestrian system must be four-season
2	10	Every pedestrian project must go through a disability lens
3	9	All bus stops must be winter-accessible
4	9	All intersections must meet accessibility standards
5	8	Vulnerable users must have priority in pedestrian network design
6	8	No “right turn on red signal” on any intersection with speed limits greater than 40 kph
7	4	Remove on-street parking to permit wider sidewalks and bike lanes
8	3	Para Transpo stops at LRT stations should be close to the station entrance
9	2	Last bus of the day on any route should never be cancelled
10	2	Signage should be consistent at all round-about intersections

Project Prioritization:

Rank	Votes	Issue
1	21	There must be meaningful public consultation on allocating funding for road, transit and active transportation (walking, cycling) projects
2	12	Adjust City transportation planning to give more weight to broader issues: eg climate change, inclusivity
3	12	Good quality snow removal to improve walkability and accessibility is a priority
4	10	Transit passes should be transferable to ride-sharing and bike rentals
5	10	Transit service should be provided to new developments before roads
6	9	Councillors should be accountable for transportation projects in their ward
7	8	Councillors should regularly collect input from their residents
8	8	City services should be affordable for low-income communities
9	7	When planning city services need to factor in vulnerable populations
10	7	Project decision cycle should follow (1) needs; (2) ultimate network; (3) then assess projects
11	7	Need to consult the public on the size of the capital spending envelope
12	5	Transportation projects need to be assessed as to how successful they were
13	4	Before widening roads consider improving transit and active transportation alternatives
14	4	Project prioritization metrics need to include quality of life measures (eg 15 minute neighbourhoods)