Federation of Citizens' Associations of Ottawa

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Fédération des associations civiques d'Ottawa

2026 Ottawa Municipal Election

Candidate Survey on Infrastructure Priorities

City Council Candidate Responses by Ward

Building Ottawa for the Next Generation

About this report

Ottawa faces significant choices about infrastructure investment over the next term of Council. The City must maintain aging roads, bridges, sewers and other existing assets while responding to population growth, extreme weather, congestion, transit needs, housing development and the movement of people and goods.

This survey asks candidates to identify their infrastructure priorities and the choices they would make when not every project can proceed at the same time. Candidates were asked to consider where an additional dollar of municipal, provincial or federal public infrastructure funding should be invested to provide the greatest benefit to Ottawa residents.

Method and presentation

- The survey was distributed to all certified candidates for Mayor and City Council, and candidates had more than one week to respond.
- This report is organized question by question to support direct comparison. For wards with no completed submissions, the ward section and candidate participation table are retained, but the question-by-question tables are omitted.
- Candidate responses are reproduced as submitted. Formatting has been standardized for readability, including converting semicolon-separated selections into numbered or bulleted lists. FCA has not analyzed, scored, ranked, endorsed or fact-checked the responses.
- “No submission received” means FCA did not receive a completed survey from that candidate in the response file. “No answer provided” means the candidate submitted a survey but left that particular item blank.
- Where more than one submission was received from the same candidate, the latest completed submission in the response file is presented.

Survey questions

The questionnaire contains 26 numbered questions. Some questions include related selections or comment fields; these appear as lettered subparts in this report so that every submitted field is presented in its appropriate location.

Ward directory and participation

Ward	Ward name	Certified/acclaimed candidates	Submissions received
1	Orléans East-Cumberland	7	5
2	Orléans West-Innes	3	1
3	Barrhaven West	3	0
4	Kanata North	3	1
5	West Carleton-March	3	0
6	Stittsville	9	4
7	Bay	3	2
8	College	2	2
9	Knoxdale-Merivale	4	1
10	Gloucester-Southgate	5	2
11	Beacon Hill-Cyrville	3	1
12	Rideau-Vanier	6	0
13	Rideau-Rockcliffe	2	2
14	Somerset	5	4

15	Kitchissippi	4	0
16	River	1	1
17	Capital	3	2
18	Alta Vista	5	2
19	Orléans South-Navan	2	0
20	Osgoode	2	0
21	Rideau-Jock	1	0
22	Riverside South-Findlay Creek	2	1
23	Kanata South	4	1
24	Barrhaven East	5	0

Ward 1 – Orléans East-Cumberland

Candidate participation

Candidate	Survey status
Barbara Daniela Gandolfo	**No submission received**
Sherif Rizk	**Submission received**
Bob Bell	**Submission received**
Tammie Trellert	**Submission received**
Matt Luloff	**Submission received**
Mazhar Choudhry	**Submission received**
Yvette Ashiri	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Sherif Rizk	1. Renewal of existing roads and bridges 2. Public transit — buses and Bus Rapid Transit 3. Cycling infrastructure 4. Pedestrian infrastructure and sidewalks 5. Flood prevention, stormwater and sewer infrastructure 6. New or expanded roads 7. Public transit — rail 8. Truck and goods movement infrastructure
Bob Bell	1. Public transit — buses and Bus Rapid Transit 2. Renewal of existing roads and bridges 3. Flood prevention, stormwater and sewer infrastructure 4. Public transit — rail 5. Cycling infrastructure 6. Pedestrian infrastructure and sidewalks 7. New or expanded roads 8. Truck and goods movement infrastructure
Tammie Trellert	1. Public transit — buses and Bus Rapid Transit 2. Renewal of existing roads and bridges 3. Truck and goods movement infrastructure 4. New or expanded roads 5. Flood prevention, stormwater and sewer infrastructure 6. Pedestrian infrastructure and sidewalks 7. Public transit — rail 8. Cycling infrastructure
Matt Luloff	1. Renewal of existing roads and bridges 2. Public transit — buses and Bus Rapid Transit 3. New or expanded roads 4. Flood prevention, stormwater and sewer infrastructure 5. Pedestrian infrastructure and sidewalks 6. Cycling infrastructure 7. Public transit — rail 8. Truck and goods movement infrastructure
Mazhar Choudhry	1. Public transit — buses and Bus Rapid Transit 2. Public transit — rail 3. Flood prevention, stormwater and sewer infrastructure 4. Pedestrian infrastructure and sidewalks 5. Cycling infrastructure 6. Renewal of existing roads and bridges

	7. Truck and goods movement infrastructure 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Sherif Rizk	1. Vehicular / road infrastructure 2. Cycling 3. Transit — bus / BRT 4. Transit — rail 5. Truck / goods movement 6. Pedestrian
Bob Bell	1. Transit — bus / BRT 2. Vehicular / road infrastructure 3. Cycling 4. Transit — rail 5. Pedestrian 6. Truck / goods movement
Tammie Trellert	1. Vehicular / road infrastructure 2. Transit — bus / BRT 3. Truck / goods movement 4. Transit — rail 5. Cycling 6. Pedestrian
Matt Luloff	1. Vehicular / road infrastructure 2. Transit — bus / BRT 3. Pedestrian 4. Cycling 5. Transit — rail 6. Truck / goods movement
Mazhar Choudhry	1. Transit — bus / BRT 2. Transit — rail 3. Pedestrian 4. Cycling 5. Vehicular / road infrastructure 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Sherif Rizk	No answer provided.
Bob Bell	We're faced with a congestion crisis in the east end, and to solve it we're going to need to make smart investments in multiple areas to achieve real results for residents. That means growing our bus fleet to a size that can actually deliver regular, reliable, rapid bus transit. Every bus we can fill is fifty fewer people in a car, and since most people drive alone to work, that's fifty cars off the road. We also need to fill the gaps in our active transport network, to make commuting safe and accessible for more people.
Tammie Trellert	My transportation priorities are simple: reliable public transit, safer roads and smarter traffic management. I want to see the east-end LRT working reliably before we continue asking residents to pay more, while ensuring our roads, intersections and bridges are properly maintained. We also need to address congestion on Highway 174 and throughout Orléans and Cumberland, including practical solutions like traffic-light coordination and better incident response. Growth must come with the infrastructure to support it, and transportation planning needs to reflect the real experiences of the people who use our roads, transit, sidewalks and pathways every day. Proactive instead of reactive.
Matt Luloff	The East End has one viable route in and out of it. We should build a new east west corridor to the south coupled with Transit priority lanes and active transportation infrastructure. Transit reliability a top priority, as well as continued renewal of our existing infrastructure. New infrastructure should be built with multimodal transportation in mind. You cannot rank transportation infrastructure in the manner above when both new and renewal projects should be enhancing all forms of transportation.
Mazhar Choudhry	I believe in Multimodal : https://choudhry.org/multimodal

Question 3

Which statement comes closest to your position?

Candidate	Response
Sherif Rizk	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Bob Bell	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Tammie Trellert	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Matt Luloff	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Mazhar Choudhry	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Sherif Rizk	Support
Bob Bell	Strongly support
Tammie Trellert	Support
Matt Luloff	Strongly support
Mazhar Choudhry	Strongly support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Sherif Rizk	Allocation based principally on road condition and risk
Bob Bell	Local neighbourhood streets
Tammie Trellert	Allocation based principally on road condition and risk
Matt Luloff	Allocation based principally on road condition and risk
Mazhar Choudhry	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Sherif Rizk	Maintain the existing program and schedule
Bob Bell	Support
Tammie Trellert	Support
Matt Luloff	Support
Mazhar Choudhry	Strongly support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Sherif Rizk	Yes
Bob Bell	Yes
Tammie Trellert	Yes
Matt Luloff	Yes
Mazhar Choudhry	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Sherif Rizk	• Green infrastructure, permeable surfaces and natural stormwater management • Larger or upgraded storm sewers in flood-prone areas • Protection of critical municipal infrastructure and pumping stations
Bob Bell	• Green infrastructure, permeable surfaces and natural stormwater management • Stormwater management ponds and facilities • Creek, culvert and drainage improvements
Tammie Trellert	• Larger or upgraded storm sewers in flood-prone areas • Green infrastructure, permeable surfaces and natural stormwater management • Residential flood-protection programs, including backwater valves and sump systems
Matt Luloff	• Creek, culvert and drainage improvements • Larger or upgraded storm sewers in flood-prone areas • Stormwater management ponds and facilities
Mazhar Choudhry	• Accelerated combined sewer separation • Green infrastructure, permeable surfaces and natural stormwater management • Residential flood-protection programs, including backwater valves and sump systems • Sanitary sewer capacity improvements • Larger or upgraded storm sewers in flood-prone areas • Stormwater management ponds and facilities

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Sherif Rizk	Low priority
Bob Bell	Medium priority
Tammie Trellert	High priority
Matt Luloff	Medium priority
Mazhar Choudhry	High priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Sherif Rizk	Low priority
Bob Bell	Medium priority
Tammie Trellert	High priority
Matt Luloff	Medium priority
Mazhar Choudhry	High priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Sherif Rizk	Undecided / more study required
Bob Bell	Support
Tammie Trellert	Support
Matt Luloff	Undecided / more study required
Mazhar Choudhry	Support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Sherif Rizk	• Appropriate federal and provincial funding • Further technical, financial or public consultation work
Bob Bell	• Appropriate federal and provincial funding • Further technical, financial or public consultation work • An acceptable Ottawa alignment
Tammie Trellert	Appropriate federal and provincial funding;
Matt Luloff	An acceptable Ottawa alignment;
Mazhar Choudhry	• An acceptable Ottawa alignment • Appropriate federal and provincial funding • An acceptable City of Ottawa financial contribution • Further technical, financial or public consultation work

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Sherif Rizk	Low priority
Bob Bell	High priority
Tammie Trellert	High priority
Matt Luloff	Medium priority
Mazhar Choudhry	Medium priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Sherif Rizk	Improving OC Transpo frequency and reliability before major expansion
Bob Bell	Improving OC Transpo frequency and reliability before major expansion
Tammie Trellert	Improving OC Transpo frequency and reliability before major expansion
Matt Luloff	Improving OC Transpo frequency and reliability before major expansion
Mazhar Choudhry	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Sherif Rizk	No answer provided.
Bob Bell	I think that continuing the planned expansion of the LRT system is a priority, but it can't be our only focus or the system is going to continue to get worse. The main issue with OC Transpo is that we have insufficient buses to service a city this size in the way that residents expect. We need to build a plan to grow our fleet responsibly and sustainably, and to build our workforce to match. If there is an appetite to build a train from Gatineau into Ottawa, I would need to see substantial provincial and federal funding behind it, as well as ensuring it was integrated well into our system. It would likely also require coming to an agreement with STO on fares and payment systems.
Tammie Trellert	Transit needs to be reliable, safe and accessible before we ask residents to pay more for it. My priority is getting the east-end LRT and connecting bus network working properly, improving service frequency and reliability, and making sure residents can depend on OC Transpo to get to work, school, appointments and home on time. We need to focus on the basics, listen to riders and hold the system accountable for delivering the service residents are paying for.
Matt Luloff	We need to improve service reliability immediately. With the launch of Stage 2 East, we have one shot at a good first impression. I believe the planning should be underway already to ensure collector and arterial roads are serviced for maximum convenience while maintaining the local routes that we depend on to get around our community. We should immediately launch an on-demand pilot for Cumberland Village.
Mazhar Choudhry	https://choudhry.org/multimodal

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Sherif Rizk	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Bob Bell	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Tammie Trellert	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Matt Luloff	Strongly support adding capacity where appropriate
Mazhar Choudhry	Neutral / case by case

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Sherif Rizk	Strongly support
Bob Bell	Support, subject to acceptable financial and operating terms
Tammie Trellert	Undecided / more information required
Matt Luloff	Strongly support
Mazhar Choudhry	Strongly support

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Sherif Rizk	• Advocate for capacity or operational improvements at major bottlenecks • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions
Bob Bell	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for accelerated rehabilitation of aging pavement, bridges and structures
Tammie Trellert	• Advocate for capacity or operational improvements at major bottlenecks • Prioritize interchange improvements connecting Highway 417 to City roads
Matt Luloff	• Advocate for capacity or operational improvements at major bottlenecks • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions
Mazhar Choudhry	Advocate for capacity or operational improvements at major bottlenecks;

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Sherif Rizk	Yes, but only jointly with the Province of Ontario and federal government
Bob Bell	Perhaps — further information is required
Tammie Trellert	Yes, initiate a feasibility study during the next term
Matt Luloff	Yes, initiate a feasibility study during the next term
Mazhar Choudhry	Perhaps — further information is required

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Sherif Rizk	No answer provided.
Bob Bell	I am skeptical about how much a ring road will ease traffic issues for the east end. I think the bypass would serve a purpose and might divert some truck traffic, but commuters won't feel much of a difference, since most commuters are trying to get downtown, not to the 416.
Tammie Trellert	I'm open to examining a ring road or bypass, but I don't support moving forward with a major project without first understanding the evidence, cost and impact on our communities. We need a comprehensive review of traffic patterns, land acquisition, environmental impacts and alternatives, including better traffic-light coordination, intersection improvements and incident response on Highway 174. Residents deserve to know whether a ring road would genuinely solve our congestion problems or simply move them somewhere else. Any decision should be based on transparent data and the long-term interests of Orléans and Cumberland. And this cannot just be on the City on Ottawa's dime.
Matt Luloff	With rapid growth occurring to our south, both within our city and in neighbouring municipalities, it is not only prudent but imperative that we be advancing a southern east west corridor that ideally connects the 174 near Rockland, the 417, the 416, and Highway 7.
Mazhar Choudhry	Public consultation is required on the Ring Road.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Sherif Rizk	Support subject to conditions
Bob Bell	Support subject to conditions
Tammie Trellert	Support subject to conditions
Matt Luloff	Oppose
Mazhar Choudhry	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Sherif Rizk	• Reduced traffic impacts on eastern Ottawa communities • Acceptable City financial contribution and senior-government cost sharing
Bob Bell	• Reduced traffic impacts on eastern Ottawa communities • Acceptable environmental and land-use impacts
Tammie Trellert	• Improved regional movement of people and goods • Acceptable City financial contribution and senior-government cost sharing • Acceptable environmental and land-use impacts
Matt Luloff	Reduced traffic impacts on eastern Ottawa communities;
Mazhar Choudhry	• Acceptable environmental and land-use impacts • Acceptable City financial contribution and senior-government cost sharing • Improved regional movement of people and goods

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Sherif Rizk	Increase investment
Bob Bell	Increase investment
Tammie Trellert	Maintain approximately current investment
Matt Luloff	Maintain approximately current investment
Mazhar Choudhry	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Sherif Rizk	• Completing missing links in the existing cycling network • Maintenance and renewal of existing cycling infrastructure before expansion
Bob Bell	• Completing missing links in the existing cycling network • Connections to LRT and major transit stations
Tammie Trellert	• Connections to LRT and major transit stations • Rural cycling connections • Maintenance and renewal of existing cycling infrastructure before expansion
Matt Luloff	• Protected cycling infrastructure on major corridors • Connections to LRT and major transit stations
Mazhar Choudhry	• Completing missing links in the existing cycling network • Protected cycling infrastructure on major corridors • Connections to schools, recreation facilities and community destinations • Connections to LRT and major transit stations • Suburban cycling networks • Rural cycling connections • Maintenance and renewal of existing cycling infrastructure before expansion

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Sherif Rizk	Support
Bob Bell	Support
Tammie Trellert	Maintain approximately current planned investment levels
Matt Luloff	Strongly support
Mazhar Choudhry	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Sherif Rizk	• Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation • Cycling network investment • Road resurfacing and renewal • Accelerated sewer separation and flood resilience infrastructure • New roads and road-capacity projects identified in the Transportation Master Plan
Bob Bell	• Road resurfacing and renewal • Cycling network investment • New roads and road-capacity projects identified in the Transportation Master Plan • Accelerated sewer separation and flood resilience infrastructure • Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation
Tammie Trellert	• Road resurfacing and renewal • Stage 3 LRT — Kanata–Stittsville • Study of an Ottawa ring road or regional bypass • Accelerated sewer separation and flood resilience infrastructure • Bridge and structural renewal
Matt Luloff	• Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation • Road resurfacing and renewal • Study of an Ottawa ring road or regional bypass • Other BRT and transit priority corridors • New roads and road-capacity projects identified in the Transportation Master Plan
Mazhar Choudhry	• Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation • Sidewalk and pedestrian network investment • Cycling network investment • Road resurfacing and renewal • Rural road and bridge infrastructure

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Sherif Rizk	Road resurfacing and renewal
Bob Bell	Road resurfacing and renewal
Tammie Trellert	**Reliable transportation infrastructure and transit.** My first priority is making sure Ottawa's existing transportation network works for the people who depend on it every day—reliable east-end LRT and bus service, properly maintained roads and bridges, safer intersections and practical solutions to congestion on Highway 174. Before we continue adding major infrastructure, we need to maintain what we have, fix what isn't working and make sure new growth is supported by the infrastructure required to serve it.
Matt Luloff	Cameron/174 interchange redesign
Mazhar Choudhry	Transit (Multimodal)

Question 22b

Second infrastructure priority

Candidate	Response
Sherif Rizk	Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation
Bob Bell	Flood resilience infrastructure
Tammie Trellert	oads, bridges and core infrastructure renewal: Maintain what we already have before building more. Ottawa needs sustained investment in roads, bridges and aging infrastructure, with clear priorities, timelines and accountability for every taxpayer dollar.
Matt Luloff	Trim/174 Pedestrian bridge
Mazhar Choudhry	Roads

Question 22c

Third infrastructure priority

Candidate	Response
Sherif Rizk	New roads and road-capacity projects identified in the Transportation Master Plan
Bob Bell	Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation
Tammie Trellert	Stormwater, drainage and climate-resilient infrastructure: Invest in stronger stormwater and drainage systems that can withstand flooding and extreme weather, while making sure new development is built with long-term climate resilience in mind all while thinking green.
Matt Luloff	Southern East-West Corridor
Mazhar Choudhry	Recreational

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Sherif Rizk	Stage 3 LRT
Bob Bell	Gatineau-Ottawa tram connection
Tammie Trellert	Ottawa should reconsider major new capital projects that are not essential until we have a clear handle on the condition of our existing infrastructure, transit reliability and financial capacity. We need to maintain and repair what we already own, complete projects already underway and demonstrate measurable value to taxpayers before committing to additional large-scale initiatives.
Matt Luloff	Interprovincial crossing
Mazhar Choudhry	Landsdowne 2.0

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Sherif Rizk	Gatineau–Ottawa tram connection from western Gatineau or Aylmer to downtown Ottawa
Bob Bell	Accelerated Highway 417 rehabilitation and interchange improvements
Tammie Trellert	Ottawa should defer major expansions of programs or services where there is not yet clear evidence of need, effectiveness or sustainable funding. I want Council focused on delivering core services well, measuring results and being transparent with residents about costs before expanding the municipal footprint.
Matt Luloff	Stage 3 LRT (let’s get stage 1 and 2 working properly)
Mazhar Choudhry	Expensive Library

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Sherif Rizk	• Reallocation from other City programs • Municipal debt for long-lived infrastructure • Increased provincial infrastructure funding • Increased federal infrastructure funding • Development charges for growth-related infrastructure • Other
Bob Bell	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Dedicated infrastructure levy • Property tax increases specifically dedicated to infrastructure renewal
Tammie Trellert	• Increased federal infrastructure funding • Reallocation from other City programs • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure
Matt Luloff	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Reallocation from other City programs • Public-private partnerships where appropriate
Mazhar Choudhry	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Public-private partnerships where appropriate

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Sherif Rizk	Public square near Place d'Orleans
Bob Bell	A plan to deal with the infrastructure renewal funding gap.
Tammie Trellert	My commitment is to advance reliable east-end transportation infrastructure, with a focused effort on Highway 174 congestion and safety, east-end LRT and transit reliability, and the road and intersection improvements our growing communities need. I will push for a coordinated, evidence-based plan with the City, provincial and federal partners, clear timelines and transparent reporting to residents. Ward 1 should not have to choose between growth and getting home safely and reliably.
Matt Luloff	In order to save time and money, we must always renew stormwater, sewage, ditching, roads, active transportation, and pedestrian infrastructure at the same time on the same corridor (whichever are applicable). It makes no sense to come back and tear up freshly paved roads and paths to renew infrastructure beneath it. We must use these opportunities for total renewal when building resilient infrastructure.
Mazhar Choudhry	Fixing existing roads

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Sherif Rizk	I want to build a city that plans ahead and elevates the state of its infrastructure in a way that is consistent with the vision of Canada's Capital City. We need infrastructure that is modern, efficient, and reliable for all residents.
Bob Bell	We need to focus on taking care of what we already have before we go sprawling out any further. We have a massive funding gap over the next ten years on infrastructure, and we need to build a plan to close that gap.
Tammie Trellert	My vision for Ottawa's infrastructure is simple: maintain what we have, fix what isn't working and plan responsibly for the growth ahead. Residents deserve reliable transportation, safe and well-maintained roads and bridges, resilient stormwater and drainage systems, and infrastructure that keeps pace with new development. I want decisions grounded in real evidence, transparent costs and clear timelines, not political theatre. Major projects should demonstrate real value, have appropriate funding partnerships and include meaningful community input not a highlight reel after the fact. We also need to think long-term: building infrastructure that can withstand flooding and extreme weather, supports accessible transportation choices, and protects the character and charm that is Cumberland & Orléans, keep it green and acknowledge the actual needs of both urban and rural communities. Above all, taxpayers should be able to see where their money is going, understand why a project is needed and hold Council accountable for delivering it.
Matt Luloff	As I am mostly focussed on East Ottawa, it is important that we are provided with options to move about our community. That means a new southern connection between our major highways, improved transit reliability, convenience and frequency, and investment in active transportation. I want a city that can move about freely without wasting precious hours waiting in traffic or for a train or a bus when that time could be spent with our families, at work, or however we choose. We must no longer be slaves to infrastructure limitations.
Mazhar Choudhry	Ottawa's infrastructure deficit is a planning and accountability failure, not just a funding problem. My vision starts with fixing what we have before expanding what we don't. Roads in Orléans and Cumberland have been neglected while investment flowed elsewhere. I will push to close the $927 million road funding gap identified in the city's own audit, starting with the highest risk roads in our communities. For transit, I will push for a pay per passenger model that ties operator revenue to actual ridership, and a multimodal network that removes the single point of failure we saw with LRT. For growth areas like Cumberland, I will ensure development charges fully cover the infrastructure demands that new developments create. Taxpayers should not subsidize growth that enriches developers. Infrastructure should connect people to jobs, services, and each other. That is the standard I will hold the city to.

Ward 2 – Orléans West-Innes

Candidate participation

Candidate	Survey status
Laura Dudas	**No submission received**
Jenna Jessop	**Submission received**
David Purchase	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Jenna Jessop	1. Public transit — buses and Bus Rapid Transit 2. Public transit — rail 3. Renewal of existing roads and bridges 4. Flood prevention, stormwater and sewer infrastructure 5. Pedestrian infrastructure and sidewalks 6. Cycling infrastructure 7. Truck and goods movement infrastructure 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Jenna Jessop	1. Transit — bus / BRT 2. Transit — rail 3. Cycling 4. Vehicular / road infrastructure 5. Pedestrian 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Jenna Jessop	My transportation priority is giving residents reliable, practical choices for getting around. That starts with rebuilding confidence in public transit through more reliable and frequent local bus service, better connections within Orléans, and greater accountability for service performance. I also support safer, better-connected walking and cycling infrastructure, including closing gaps where routes suddenly end or put users in unsafe situations. As our city grows, transportation planning must happen alongside development, not after it. I will also advocate for maintaining our roads and existing infrastructure before deterioration makes repairs more costly.

Question 3

Which statement comes closest to your position?

Candidate	Response
Jenna Jessop	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Jenna Jessop	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Jenna Jessop	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Jenna Jessop	Unsure

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Jenna Jessop	Unsure

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Jenna Jessop	• Larger or upgraded storm sewers in flood-prone areas • Residential flood-protection programs, including backwater valves and sump systems • Protection of critical municipal infrastructure and pumping stations

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Jenna Jessop	Low priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Jenna Jessop	Low priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Jenna Jessop	Support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Jenna Jessop	• Other • Further technical, financial or public consultation work • Appropriate federal and provincial funding • An acceptable Ottawa alignment

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Jenna Jessop	Unsure

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Jenna Jessop	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Jenna Jessop	No answer provided.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Jenna Jessop	Neutral / case by case

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Jenna Jessop	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Jenna Jessop	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Jenna Jessop	Yes, but only jointly with the Province of Ontario and federal government

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Jenna Jessop	I support a feasibility study of a potential ring road or bypass, undertaken jointly with the provincial and federal governments. The study should determine what transportation problems a ring road would actually solve, including its potential impact on congestion and regional goods movement, while examining costs, possible routes, environmental and Greenbelt impacts, and effects on surrounding communities. Supporting a study is not a commitment to building a ring road. Any decision to proceed should be based on clear evidence that the benefits justify the financial, environmental and community impacts.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Jenna Jessop	Support subject to conditions

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Jenna Jessop	• Reduced traffic impacts on eastern Ottawa communities • Improved regional movement of people and goods

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Jenna Jessop	Maintain approximately current investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Jenna Jessop	• Completing missing links in the existing cycling network • Suburban cycling networks

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Jenna Jessop	Support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Jenna Jessop	• Road resurfacing and renewal • Other BRT and transit priority corridors • Cycling network investment • Sidewalk and pedestrian network investment • Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Jenna Jessop	Reliable public transit and transit-priority infrastructure, with a focus on improving service reliability, capacity and connectivity.

Question 22b

Second infrastructure priority

Candidate	Response
Jenna Jessop	Renewal and maintenance of existing infrastructure, including roads, bridges, water and sewer infrastructure.

Question 22c

Third infrastructure priority

Candidate	Response
Jenna Jessop	Safe, connected active transportation infrastructure, including sidewalks, pedestrian connections and closing gaps in the cycling network.

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Jenna Jessop	Before Ottawa commits significant municipal funding to Stage 3 LRT, I believe we need to focus on making our existing transit system reliable and completing the current LRT expansion successfully. That means improving bus reliability and frequency, addressing overcrowding and missed service, and ensuring the LRT system we have delivers dependable service. Stage 3 may be an important future investment, but I would want to see a clear business case, sustainable funding from senior levels of government and confidence in our existing system before taking on another major rail expansion.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Jenna Jessop	No answer provided.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Jenna Jessop	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Reallocation from other City programs • Dedicated infrastructure levy • Public-private partnerships where appropriate • Municipal debt for long-lived infrastructure

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Jenna Jessop	I commit to advocating for greater investment in the renewal of aging local roads and infrastructure in Ward 2. Ottawa currently directs approximately 10% of its road-renewal budget to local roads, and that allocation is expected to be reviewed during the next term of Council. I will push for that review to give appropriate consideration to neighbourhood streets that have been deteriorating for years, while continuing to base investments on condition, risk and demonstrated need. Delaying necessary renewal can ultimately make repairs more expensive, and residents deserve to see progress on aging infrastructure in their neighbourhoods.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Jenna Jessop	My vision is an Ottawa that takes care of the infrastructure we already have while planning responsibly for the city we are becoming. That means addressing aging roads, bridges, water and sewer infrastructure before deterioration makes repairs more costly, while investing in reliable public transit, safer walking and cycling connections, and infrastructure that is resilient to increasingly severe weather. Growth must also come with the infrastructure needed to support it, with costs fairly allocated and transportation, water, sewer and community needs considered early in the planning process. I want infrastructure decisions to be based on condition, risk, demonstrated need and long-term value for taxpayers. Just as importantly, residents should understand what is being prioritized, why, and when they can expect to see improvements in their communities.

Ward 3 – Barrhaven West

Candidate participation

Candidate	Survey status
David Hill	**No submission received**
Donna Blackburn	**No submission received**
Jeff Balys	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.

Ward 4 – Kanata North

Candidate participation

Candidate	Survey status
Cathy Curry	**No submission received**
James Murchison	**Submission received**
Rob Millan	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
James Murchison	1. Public transit — buses and Bus Rapid Transit 2. Public transit — rail 3. Flood prevention, stormwater and sewer infrastructure 4. Renewal of existing roads and bridges 5. Truck and goods movement infrastructure 6. Pedestrian infrastructure and sidewalks 7. Cycling infrastructure 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
James Murchison	1. Transit — bus / BRT 2. Cycling 3. Pedestrian 4. Vehicular / road infrastructure 5. Transit — rail 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
James Murchison	We already have more roads than we can afford to maintain, we need to stop building more roads and better maintain what we already have. We also need to get more people using alternative transportation to cars, like walking, biking and transit, because we can no longer afford to keep widening roads, nor do we have the space to in many places.

Question 3

Which statement comes closest to your position?

Candidate	Response
James Murchison	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
James Murchison	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
James Murchison	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
James Murchison	Maintain the existing program and schedule

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
James Murchison	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
James Murchison	• Larger or upgraded storm sewers in flood-prone areas • Creek, culvert and drainage improvements • Green infrastructure, permeable surfaces and natural stormwater management

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
James Murchison	High priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
James Murchison	Low priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
James Murchison	Strongly support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
James Murchison	Appropriate federal and provincial funding;

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
James Murchison	Highest priority — advance immediately

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
James Murchison	Smaller transit priority projects across multiple corridors

Question 12b

Comments on your transit priority

Candidate	Response
James Murchison	I chose transit priority measures because those are the most cost effective and quickest to implement. Because they are so cheap, there should be plenty of this hypothetical "significant funding" to also build out the proposed BRT systems. But as we know, when federal and provincial money comes in they like to do the big price tag flashy items and I'm happy to take as much money as they're willing to dish out.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
James Murchison	Strongly oppose new road capacity

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
James Murchison	Strongly support

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
James Murchison	Highway 417 should not be a major City advocacy priority;

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
James Murchison	No, do not initiate a study during the next term

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
James Murchison	Every proposal for a ring road is to add additional capacity, which will only result in more driving and worse traffic. The only ring road proposal I would support would be one which, in exchange for the new road, removes the existing freeway going straight through the center of our city. And as that won't be happening in our lifetimes, I would likely not support any proposed ring road project.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
James Murchison	Strongly support

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
James Murchison	• A ban on heavy truck traffic through downtown Ottawa • Other

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
James Murchison	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
James Murchison	• Completing missing links in the existing cycling network • Protected cycling infrastructure on major corridors

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
James Murchison	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
James Murchison	• Stage 3 LRT — Kanata–Stittsville • Baseline BRT • Cycling network investment • Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
James Murchison	Transit

Question 22b

Second infrastructure priority

Candidate	Response
James Murchison	Water and Sewer infrastructure

Question 22c

Third infrastructure priority

Candidate	Response
James Murchison	Roads

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
James Murchison	Ring road

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
James Murchison	New roads

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
James Murchison	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Dedicated infrastructure levy • User fees or transportation-related revenues • Property tax increases specifically dedicated to infrastructure renewal • Development charges for growth-related infrastructure

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
James Murchison	Stage 3 LRT to Kanata

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
James Murchison	We need to build a financially sustainable city. A city where the property taxes and fees that an area generates can cover the full lifetime cost of the infrastructure it relies on. We need to fix the parts of our city where that is not the case. We need to get people moving around the city as efficiently as possible. And we need to adapt our city to the effects of climate change.

Ward 5 – West Carleton-March

Candidate participation

Candidate	Survey status
Christine Harrison	**No submission received**
Clarke Kelly	**No submission received**
Dylan Nose	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.

Ward 6 – Stittsville

Candidate participation

Candidate	Survey status
Chelsea Walton	**No submission received**
Mani Sharma	**Submission received**
Sheetal Narwal	**No submission received**
Tanya Hein	**No submission received**
Theresa Qadri	**Submission received**
Kevin Hua	**Submission received**
Marie-Ange Yindaki Ahinful	**Submission received**
Paul Meek	**No submission received**
Devin Michael Fitzgerald O'Brien	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Mani Sharma	1. Public transit — buses and Bus Rapid Transit 2. New or expanded roads 3. Pedestrian infrastructure and sidewalks 4. Renewal of existing roads and bridges 5. Flood prevention, stormwater and sewer infrastructure 6. Public transit — rail 7. Truck and goods movement infrastructure 8. Cycling infrastructure
Theresa Qadri	1. New or expanded roads 2. Public transit — rail 3. Public transit — buses and Bus Rapid Transit 4. Renewal of existing roads and bridges 5. Pedestrian infrastructure and sidewalks 6. Flood prevention, stormwater and sewer infrastructure 7. Cycling infrastructure 8. Truck and goods movement infrastructure
Kevin Hua	1. Public transit — buses and Bus Rapid Transit 2. Cycling infrastructure 3. Pedestrian infrastructure and sidewalks 4. New or expanded roads 5. Public transit — rail 6. Renewal of existing roads and bridges 7. Flood prevention, stormwater and sewer infrastructure 8. Truck and goods movement infrastructure
Marie-Ange Yindaki Ahinful	1. New or expanded roads 2. Public transit — buses and Bus Rapid Transit 3. Pedestrian infrastructure and sidewalks 4. Renewal of existing roads and bridges 5. Flood prevention, stormwater and sewer infrastructure 6. Public transit — rail 7. Cycling infrastructure 8. Truck and goods movement infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Mani Sharma	1. Transit — bus / BRT 2. Vehicular / road infrastructure 3. Truck / goods movement 4. Cycling 5. Transit — rail 6. Pedestrian
Theresa Qadri	1. Vehicular / road infrastructure 2. Pedestrian 3. Transit — bus / BRT 4. Transit — rail 5. Truck / goods movement 6. Cycling
Kevin Hua	1. Transit — bus / BRT 2. Cycling 3. Pedestrian 4. Vehicular / road infrastructure 5. Transit — rail 6. Truck / goods movement
Marie-Ange Yindaki Ahinful	1. Vehicular / road infrastructure 2. Transit — bus / BRT 3. Pedestrian 4. Transit — rail 5. Cycling 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Mani Sharma	My transportation priority is to build a reliable, safe and accessible system that people can depend on every day. I would focus first on improving OC Transpo service by adding buses and shuttle services where demand is highest, increasing frequency during peak periods, and aligning schedules with actual commuting patterns. I would also prioritize maintenance of roads, sidewalks, cycling routes and bridges, improve connections between suburban communities and major transit hubs, and support practical measures that reduce congestion. Every transportation investment should be guided by ridership data, safety, affordability and measurable benefits for residents.
Theresa Qadri	• My transportation priorities are: connected roads, reliable transit connecting riders to where they need to go including demand-responsive shuttles • traffic flow and calming measures on the 9 key roads in Stittsville.
Kevin Hua	No answer provided.
Marie-Ange Yindaki Ahinful	Stittsville has grown faster than the roads and transit that serve it. My first priority is completing the north-south connections residents have waited years for: Robert Grant Avenue to Palladium and the Stittsville Main extension, delivered as one network. At the same time, we need more reliable, frequent bus service so families have real alternatives to driving. Growth must come with safe sidewalks, crossing and school zones. I support Stage 3 LRT to Stittsville long-term, but residents need visible progress this term. I'll push for transparent project timelines and report publicly on what's funded, what's delayed and why.

Question 3

Which statement comes closest to your position?

Candidate	Response
Mani Sharma	Primarily expansion — Ottawa's growth requires significant new infrastructure, even if some renewal backlogs remain.
Theresa Qadri	Primarily expansion — Ottawa's growth requires significant new infrastructure, even if some renewal backlogs remain.
Kevin Hua	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Marie-Ange Yindaki Ahinful	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Mani Sharma	Strongly support
Theresa Qadri	Unsure
Kevin Hua	Support
Marie-Ange Yindaki Ahinful	Strongly support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Mani Sharma	Allocation based principally on road condition and risk
Theresa Qadri	Arterial roads
Kevin Hua	Allocation based principally on road condition and risk
Marie-Ange Yindaki Ahinful	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Mani Sharma	Support
Theresa Qadri	Unsure
Kevin Hua	Strongly support
Marie-Ange Yindaki Ahinful	Strongly support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Mani Sharma	Yes
Theresa Qadri	Unsure
Kevin Hua	Yes
Marie-Ange Yindaki Ahinful	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Mani Sharma	• Protection of critical municipal infrastructure and pumping stations • Residential flood-protection programs, including backwater valves and sump systems • Larger or upgraded storm sewers in flood-prone areas
Theresa Qadri	• Protection of critical municipal infrastructure and pumping stations • Residential flood-protection programs, including backwater valves and sump systems • Stormwater management ponds and facilities
Kevin Hua	• Green infrastructure, permeable surfaces and natural stormwater management • Protection of critical municipal infrastructure and pumping stations • Stormwater management ponds and facilities
Marie-Ange Yindaki Ahinful	• Larger or upgraded storm sewers in flood-prone areas • Creek, culvert and drainage improvements • Accelerated combined sewer separation

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Mani Sharma	Highest priority — advance immediately
Theresa Qadri	Medium priority
Kevin Hua	High priority
Marie-Ange Yindaki Ahinful	Do not support

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Mani Sharma	Medium priority
Theresa Qadri	Medium priority
Kevin Hua	High priority
Marie-Ange Yindaki Ahinful	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Mani Sharma	Undecided / more study required
Theresa Qadri	Support
Kevin Hua	Support
Marie-Ange Yindaki Ahinful	Undecided / more study required

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Mani Sharma	Further technical, financial or public consultation work;
Theresa Qadri	Appropriate federal and provincial funding;
Kevin Hua	• Appropriate federal and provincial funding • An acceptable City of Ottawa financial contribution • Further technical, financial or public consultation work • An acceptable Ottawa alignment
Marie-Ange Yindaki Ahinful	• An acceptable Ottawa alignment • Appropriate federal and provincial funding • An acceptable City of Ottawa financial contribution • Further technical, financial or public consultation work

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Mani Sharma	Medium priority
Theresa Qadri	Medium priority
Kevin Hua	Highest priority — advance immediately
Marie-Ange Yindaki Ahinful	High priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Mani Sharma	Smaller transit priority projects across multiple corridors
Theresa Qadri	Improving OC Transpo frequency and reliability before major expansion
Kevin Hua	Smaller transit priority projects across multiple corridors
Marie-Ange Yindaki Ahinful	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Mani Sharma	My transit priority is restoring trust in OC Transpo by delivering reliable, frequent and safe service. I would focus on adding buses and local shuttle connections where overcrowding and long waits are greatest, particularly during morning and afternoon peak periods. Service planning must reflect real ridership patterns, including suburban commuters, students, seniors and shift workers. I would prioritize better connections to LRT stations, clearer communication during disruptions, and practical performance targets for reliability. Before expanding costly new projects, we must ensure the transit system residents use today is dependable, accessible and responsive to community needs.
Theresa Qadri	I will do a focused review of all routes that connect Ward 6 building on the work of the City Auditor General and service reliability.
Kevin Hua	No answer provided.
Marie-Ange Yindaki Ahinful	Ottawa must first make the transit system residents use today more reliable. For Stittsville families, that means buses that arrive when scheduled, frequent service at the times people need it, and better connections to the rapid-transit network. I support Stage 3 LRT toward Kanata and Stittsville as an important long-term investment, and I support BRT where it can improve service sooner. But expansion must not come at the expense of fixing the reliability, communication and rider experience problems residents face now.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Mani Sharma	Strongly support adding capacity where appropriate
Theresa Qadri	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Kevin Hua	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Marie-Ange Yindaki Ahinful	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Mani Sharma	Strongly support
Theresa Qadri	Support, subject to acceptable financial and operating terms
Kevin Hua	Support, subject to acceptable financial and operating terms
Marie-Ange Yindaki Ahinful	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Mani Sharma	Advocate for capacity or operational improvements at major bottlenecks;
Theresa Qadri	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Advocate for capacity or operational improvements at major bottlenecks
Kevin Hua	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for accelerated rehabilitation of aging pavement, bridges and structures
Marie-Ange Yindaki Ahinful	• Advocate for capacity or operational improvements at major bottlenecks • Prioritize interchange improvements connecting Highway 417 to City roads

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Mani Sharma	Perhaps — further information is required
Theresa Qadri	Yes, but only jointly with the Province of Ontario and federal government
Kevin Hua	Perhaps — further information is required
Marie-Ange Yindaki Ahinful	Yes, but only jointly with the Province of Ontario and federal government

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Mani Sharma	I support a full, transparent evaluation of a southern ring road or bypass not a blank cheque. A properly planned route could reduce through-truck traffic in rural communities, improve regional connections, and relieve pressure on Highway 417 and local roads. However, it must be assessed using current traffic data, environmental impacts, agricultural-land protection, cost, and clear benefits for residents. The province should lead and fund any provincially significant highway project, while the City focuses on maintaining local roads and delivering reliable transit. Ottawa needs practical, evidence-based solutions—not promises without a credible plan.
Theresa Qadri	Ring roads have been proven to ease traffic flow elsewhere in Canada: of Ottawa's geography permits, absolutely yes to ring roads.
Kevin Hua	No answer provided.
Marie-Ange Yindaki Ahinful	A new outer ring road or highway-style bypass would be a major regional project with significant cost, land-use, environmental and community implications. I would support a feasibility study only if it is undertaken jointly with the Province of Ontario and federal government, with transparent funding assumptions and meaningful public, municipal and Indigenous consultation. Ottawa should not commit local taxpayers to a project of this scale before the need, alternatives, impacts and long-term operating responsibilities are clearly understood.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Mani Sharma	Undecided / more study required
Theresa Qadri	Support subject to conditions
Kevin Hua	Support subject to conditions
Marie-Ange Yindaki Ahinful	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Mani Sharma	Reduced traffic impacts on eastern Ottawa communities;
Theresa Qadri	• A ban on heavy truck traffic through downtown Ottawa • No specific condition — assess the project on its overall merits
Kevin Hua	• Acceptable City financial contribution and senior-government cost sharing • Acceptable environmental and land-use impacts
Marie-Ange Yindaki Ahinful	• Acceptable environmental and land-use impacts • Acceptable City financial contribution and senior-government cost sharing

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Mani Sharma	Maintain approximately current investment
Theresa Qadri	Maintain approximately current investment
Kevin Hua	Increase investment
Marie-Ange Yindaki Ahinful	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Mani Sharma	• Completing missing links in the existing cycling network • Connections to schools, recreation facilities and community destinations • Maintenance and renewal of existing cycling infrastructure before expansion
Theresa Qadri	• Maintenance and renewal of existing cycling infrastructure before expansion • Connections to schools, recreation facilities and community destinations
Kevin Hua	• Completing missing links in the existing cycling network • Protected cycling infrastructure on major corridors
Marie-Ange Yindaki Ahinful	• Connections to schools, recreation facilities and community destinations • Completing missing links in the existing cycling network

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Mani Sharma	Support
Theresa Qadri	Unsure
Kevin Hua	Strongly support
Marie-Ange Yindaki Ahinful	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Mani Sharma	• Road resurfacing and renewal • Stage 3 LRT — Kanata–Stittsville • New roads and road-capacity projects identified in the Transportation Master Plan • Sidewalk and pedestrian network investment • Accelerated sewer separation and flood resilience infrastructure
Theresa Qadri	• Other BRT and transit priority corridors • Sidewalk and pedestrian network investment • Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation • Accelerated Highway 417 rehabilitation and interchange improvements • New roads and road-capacity projects identified in the Transportation Master Plan
Kevin Hua	• Other BRT and transit priority corridors • New roads and road-capacity projects identified in the Transportation Master Plan • Cycling network investment • Sidewalk and pedestrian network investment • Baseline BRT
Marie-Ange Yindaki Ahinful	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors • New roads and road-capacity projects identified in the Transportation Master Plan • Sidewalk and pedestrian network investment

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Mani Sharma	Reliable public transit. Invest in bus service, local shuttles, transit-priority measures and safe connections to LRT stations. The immediate goal must be fewer cancellations, less overcrowding, better peak-period service and dependable access for suburban, rural, senior, student and shift-worker residents.
Theresa Qadri	Ward 6 road connectivity and safety
Kevin Hua	A dedicated bus station for Stittsville
Marie-Ange Yindaki Ahinful	Complete key Stittsville road connections and capacity projects, including Robert Grant Avenue to Palladium and the Stittsville Main extension, while renewing existing roads.

Question 22b

Second infrastructure priority

Candidate	Response
Mani Sharma	Restore and maintain what residents rely on every day: roads, bridges, sidewalks, watermains, sewers and drainage infrastructure. Ottawa must reduce its repair backlog, improve resilience to extreme weather, and coordinate road, water and sewer work so streets are not repeatedly dug up.
Theresa Qadri	Reliable OC Transpo service
Kevin Hua	The Kanata-Stittsville Primary Care Health Hub
Marie-Ange Yindaki Ahinful	Improve OC Transpo bus frequency and reliability, supported by targeted transit-priority and BRT corridors.

Question 22c

Third infrastructure priority

Candidate	Response
Mani Sharma	Safe, connected neighbourhood mobility. Complete missing sidewalks, cycling links, crosswalks, intersection upgrades and traffic-calming measures—especially near schools, transit stops, seniors' residences and growing communities. These are practical, lower-cost investments that improve safety and access for all road users.
Theresa Qadri	Parks and recreational capacity including a new or expanded library
Kevin Hua	The Stittsville Main Street Public Realm plan
Marie-Ange Yindaki Ahinful	Accelerate flood resilience, stormwater and sewer renewal, including combined-sewer separation.

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Mani Sharma	Defer major new projects that are not fully funded or do not solve an immediate service problem. Before committing to costly expansions, Council should first deliver state-of-good-repair work and restore reliable transit service. New mega-projects should proceed only after transparent cost, ridership, environmental and long-term operating-cost reviews.
Theresa Qadri	Landsdowne 2.0 costs Ottawa taxpayers
Kevin Hua	Lansdowne 2.0
Marie-Ange Yindaki Ahinful	A new outer ring road or highway-style bypass: defer any commitment unless there is a jointly funded provincial-federal study demonstrating need, acceptable impacts and value for taxpayers.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Mani Sharma	Reconsider large road expansions that encourage more congestion without clear, measurable benefits. Road projects should be evaluated case by case and prioritized only where there is a demonstrated safety, goods-movement or growth need that cannot be addressed through transit, intersection improvements, active transportation or better traffic management.
Theresa Qadri	Any initiative which worsens existing Infrastructure gaps
Kevin Hua	The Tewin development
Marie-Ange Yindaki Ahinful	The Kettle Island interprovincial bridge: do not commit until its financial, environmental, land-use and community impacts, as well as alternatives, have been fully assessed.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Mani Sharma	• Increased federal infrastructure funding • Development charges for growth-related infrastructure • Increased provincial infrastructure funding • Public-private partnerships where appropriate • Reallocation from other City programs
Theresa Qadri	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Reallocation from other City programs
Kevin Hua	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Dedicated infrastructure levy • Property tax increases specifically dedicated to infrastructure renewal • Municipal debt for long-lived infrastructure
Marie-Ange Yindaki Ahinful	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Reallocation from other City programs • Public-private partnerships where appropriate

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Mani Sharma	I will advance a reliable neighborhood transit and shuttle network—more frequent buses where overcrowding and cancellations are highest, local shuttle connections to LRT stations, and service schedules based on real commuting needs. This is the most immediate infrastructure improvement Ottawa can deliver for residents who depend on transit every day.
Theresa Qadri	Safer, connected roads in Ward 6
Kevin Hua	It would be transportation infrastructure which has not kept pace with the growth especially in Stittsville so we need investment into building the key road infrastructure we need like the extension of Robert Grant Avenue, public transit infrastructure like a bus station for Stittsville, and active transportation infrastructure to close the connectivity gaps in our pedestrian and cycling networks.
Marie-Ange Yindaki Ahinful	I commit to advancing the Robert Grant Avenue extension to Palladium Drive. Stittsville needs this north-south connection to relieve pressure on existing roads and improve access to Highway 417. I will push for a transparent, publicly reported roadmap covering design, property, utility, funding and construction milestones, so residents can see what is moving forward, what is delayed and why.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Mani Sharma	• My vision is an Ottawa that fixes what residents use every day before pursuing unaffordable mega-projects. That means maintaining roads, bridges, sidewalks, water mains, sewers and drainage systems • preparing infrastructure for extreme weather • and coordinating repairs so roads are not repeatedly dug up. I support a transit-first approach focused on reliable bus and rail service, practical shuttle connections, safer access to stations, and clear accountability for service performance. Ottawa must also complete missing sidewalks, cycling links, crosswalks and intersection improvements, especially near schools, seniors' residences, transit stops and growing communities. Every project should be prioritized using transparent data: safety, urgency, cost, environmental impact, long-term operating costs and measurable benefit to residents. We must secure fair provincial and federal support while protecting affordability for taxpayers. Ottawa's approved transportation framework similarly emphasizes transit first and limits new roads to situations where transit cannot meet demand.
Theresa Qadri	Ensure that infrastructure is put in place in parallel with development.
Kevin Hua	My vision is an Ottawa where people in our city and community are empowered with different viable choices in how they want to move around by having the transportation infrastructure in place for it to be safe, accessible, and convenient when it comes to driving, riding public transit, biking, or walking. I also want our infrastructure to be resilient and prepared for extreme weather events as climate change make them more frequent and intense so that residents have stable access to the services they need. Finally I envision our communities having the amenity infrastructure they need to make our neighbourhoods flourish including ensuring we have the parks that match in quality and capacity needed, health hubs to provide access to comprehensive medical care, and even simple things like more benches for people to sit and rest on.
Marie-Ange Yindaki Ahinful	Ottawa's infrastructure vision must begin with a simple principle: growth cannot outpace the roads, transit, water, sewer and community services residents rely on every day. We must renew aging assets and accelerate flood-resilience investments while advancing selected projects that address clear, urgent needs, such as Stittsville's missing road connections and more reliable bus service. Infrastructure decisions must be transparent. Residents deserve to know what is planned, what it will cost, how it will be funded and when it will be delivered. Growth-related infrastructure should be supported by development charges, while Ottawa must continue to advocate for strong provincial and federal partnerships. We should use municipal debt carefully for long-lived assets and protect taxpayers by ensuring every major investment delivers real, measurable public value.

Ward 7 – Bay

Candidate participation

Candidate	Survey status
Theresa Kavanagh	**Submission received**
Spencer Radford	**Submission received**
Butch Moore	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Theresa Kavanagh	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — rail 3. Public transit — buses and Bus Rapid Transit 4. Renewal of existing roads and bridges 5. Pedestrian infrastructure and sidewalks 6. Cycling infrastructure 7. New or expanded roads 8. Truck and goods movement infrastructure
Spencer Radford	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — buses and Bus Rapid Transit 3. Public transit — rail 4. Renewal of existing roads and bridges 5. Pedestrian infrastructure and sidewalks 6. New or expanded roads 7. Truck and goods movement infrastructure 8. Cycling infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Theresa Kavanagh	1. Transit — rail 2. Transit — bus / BRT 3. Pedestrian 4. Vehicular / road infrastructure 5. Cycling 6. Truck / goods movement
Spencer Radford	1. Vehicular / road infrastructure 2. Transit — bus / BRT 3. Transit — rail 4. Truck / goods movement 5. Cycling 6. Pedestrian

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Theresa Kavanagh	I will advocate for safer streets for all road users. This includes traffic calming to reduce speeding, more sidewalks, and improved cycling infrastructure to keep bikes separate from cars and pedestrians. Adding sidewalks and safe cycling lanes is just the first step- we also need to make sure these active transportation routes are regularly maintained. Bumpy roads and crumbling sidewalks aren't safe or accessible. I will also fight for road repairs and improvements in Bay Ward.
Spencer Radford	I strongly believe that we need to ensure our bus reliability is improved, our transfer times are set to 120 minutes so nobody has to pay twice to get to their destination, and that we make sure our roads and LRT are done right the first time.

Question 3

Which statement comes closest to your position?

Candidate	Response
Theresa Kavanagh	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Spencer Radford	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Theresa Kavanagh	Maintain approximately current planned investment
Spencer Radford	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Theresa Kavanagh	Allocation based principally on road condition and risk
Spencer Radford	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Theresa Kavanagh	Strongly support
Spencer Radford	Unsure

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Theresa Kavanagh	Yes
Spencer Radford	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Theresa Kavanagh	• Larger or upgraded storm sewers in flood-prone areas • Stormwater management ponds and facilities • Creek, culvert and drainage improvements
Spencer Radford	• Larger or upgraded storm sewers in flood-prone areas • Creek, culvert and drainage improvements • Green infrastructure, permeable surfaces and natural stormwater management

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Theresa Kavanagh	Medium priority
Spencer Radford	Medium priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Theresa Kavanagh	Medium priority
Spencer Radford	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Theresa Kavanagh	Support
Spencer Radford	Undecided / more study required

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Theresa Kavanagh	Appropriate federal and provincial funding;
Spencer Radford	Further technical, financial or public consultation work;

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Theresa Kavanagh	High priority
Spencer Radford	Medium priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Theresa Kavanagh	Improving OC Transpo frequency and reliability before major expansion
Spencer Radford	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Theresa Kavanagh	Better public transit benefits all road users. I will continue to press for and support measures that will make OC Transpo more reliable, affordable and accountable to riders and taxpayers. This includes advocating for fare freezes, specific improvements to increase route reliability, and better connections to major employment centres, like the DND Carling Campus, and other west end communities.
Spencer Radford	Before we go all out in new approaches, we need to fix the basics. Why expand when we already have things happen, like the train interruptions 3 times in 2 weeks

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Theresa Kavanagh	Neutral / case by case
Spencer Radford	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Theresa Kavanagh	Support, subject to acceptable financial and operating terms
Spencer Radford	Undecided / more information required

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Theresa Kavanagh	• Prioritize interchange improvements connecting Highway 417 to City roads • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions
Spencer Radford	• Prioritize interchange improvements connecting Highway 417 to City roads • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Theresa Kavanagh	Oppose a new ring road or bypass
Spencer Radford	Perhaps — further information is required

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Theresa Kavanagh	We should invest in improving existing roads and active transportation infrastructure, as well as prioritizing making public transit more reliable, affordable and accessible. Research shows that building more road space for cars does not alleviate congestion. This is called induced demand, where increasing road capacity leads to more vehicles on the road. It means that the benefits of added car lanes or new roads are quickly negated by a corresponding rise in traffic. Conversely, providing better transit, safer spaces for riding a bike, and proper sidewalks increases their use, helping to reduce the reliance on cars and ease traffic congestion.
Spencer Radford	No answer provided.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Theresa Kavanagh	Support subject to conditions
Spencer Radford	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Theresa Kavanagh	Acceptable environmental and land-use impacts;
Spencer Radford	No specific condition — assess the project on its overall merits;

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Theresa Kavanagh	Increase investment
Spencer Radford	Reconsider investment after further review

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Theresa Kavanagh	Connections to LRT and major transit stations;
Spencer Radford	• Protected cycling infrastructure on major corridors • Completing missing links in the existing cycling network

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Theresa Kavanagh	Strongly support
Spencer Radford	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Theresa Kavanagh	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors • Sidewalk and pedestrian network investment • Cycling network investment
Spencer Radford	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors • Sidewalk and pedestrian network investment • Cycling network investment

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Theresa Kavanagh	Stormwater infrastructure and investments in making our city more flood resilient.
Spencer Radford	Flood Resilience

Question 22b

Second infrastructure priority

Candidate	Response
Theresa Kavanagh	Sidewalk and pedestrian network investment.
Spencer Radford	Road Repair

Question 22c

Third infrastructure priority

Candidate	Response
Theresa Kavanagh	Carling Avenue BRT transit corridor.
Spencer Radford	Sidewalk and Pedestrian Infrastructure.

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Theresa Kavanagh	Study of an Ottawa ring road or regional bypass.
Spencer Radford	The biggest one would be the LRT. We need to ensure it's built correctly, and able to withstand weather conditions.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Theresa Kavanagh	No answer provided.
Spencer Radford	No answer provided.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Theresa Kavanagh	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Dedicated infrastructure levy
Spencer Radford	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Public-private partnerships where appropriate

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Theresa Kavanagh	I am committed to ensuring aging stormwater infrastructure is repaired or replaced. Our aging critical infrastructure is ill-equipped to manage the effect of climate-change induced severe weather events like we saw this summer. This is especially true in older communities like Bay Ward with most stormwater systems built over 60 years ago. I've been successful in getting improvements to stormwater and drainage infrastructure in Bay Ward neighbourhoods over the years, including improvements to the ditches in Lakeview. But more needs to be done. After the Canada Day storm, I worked with council colleagues to demand a full investigation to understand the causes of flooding, and steps the city can take to mitigate the impacts of future severe weather events. This investigation is ongoing, and I've been sharing residents' concerns directly with staff to ensure all impacted neighbourhoods are heard. Following the investigation, I will ensure areas identified for repair or replacement are prioritized, so our neighbourhoods can be more resilient in the face of increasingly frequent severe weather events.
Spencer Radford	The biggest issue is the communication between different departments when planning construction. Take the 417 closures Woodroffe and Pinecrest, and the construction work at Greenbank and Baseline. That didn't seem communicated at all, and we shouldn't have residents finally getting through one construction zone before landing in another a minute later.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Theresa Kavanagh	My infrastructure vision for Ottawa focuses on 3 main priorities: Safer streets for all road users: This includes traffic calming infrastructure to reduce speeding on residential streets, more sidewalks, and improved cycling infrastructure to keep bikes separate from cars and pedestrians. Reliable, affordable Public Transit. Better public transit benefits all road users- it makes streets less congested, parking easier, and streets are safer when there are fewer cars on the roads. I will continue to press for and support measures that will make OC Transpo more reliable, affordable and accountable to riders and taxpayers. This includes advocating for specific improvements to increase route reliability, and better connections to major employment centres, like the DND Carling Campus, and other west end communities. Replacing or maintaining aging infrastructure we need to ensure stormwater and drainage infrastructure in older neighbourhoods is maintained or upgraded in order to deal with the impacts of increasingly frequent severe weather events.
Spencer Radford	Residents will know when work is being done. They'll get a clear explanation of why something is or isn't going on. The city will be backed by the Federal and Provincial government to have the reliable funds to fix our broken roads, sewers, and transit system infrastructure

Ward 8 – College

Candidate participation

Candidate	Survey status
Laine Johnson	**Submission received**
Malloum Abakar	**Submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Laine Johnson	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — buses and Bus Rapid Transit 3. Pedestrian infrastructure and sidewalks 4. Renewal of existing roads and bridges 5. Cycling infrastructure 6. Public transit — rail 7. Truck and goods movement infrastructure 8. New or expanded roads
Malloum Abakar	1. Flood prevention, stormwater and sewer infrastructure 2. Renewal of existing roads and bridges 3. Public transit — buses and Bus Rapid Transit 4. Pedestrian infrastructure and sidewalks 5. Public transit — rail 6. Cycling infrastructure 7. Truck and goods movement infrastructure 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Laine Johnson	1. Pedestrian 2. Transit — bus / BRT 3. Cycling 4. Vehicular / road infrastructure 5. Transit — rail 6. Truck / goods movement
Malloum Abakar	1. Transit — bus / BRT 2. Pedestrian 3. Transit — rail 4. Cycling 5. Vehicular / road infrastructure 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Laine Johnson	Improving public transit reliability will give residents a better choice in how they commute or otherwise travel. More travellers means fewer cars on the road means less congestion for everyone else. This is about providing choices.
Malloum Abakar	Fix and finish before we expand. The Baseline rapid transit corridor was studied in 2017. nine years later only one intersection is funded, while towers along the corridor keep getting approved. Buses on dedicated lanes are the fastest, most affordable way to serve that growth. Sidewalks and safe crossings come next: they decide whether seniors and students can reach the bus at all. Rail matters, but Line 1 needs to reach Algonquin first, after the July 1 flood. New roads come last: we can't maintain the ones we have, with a $10.8 billion ten-year.

Question 3

Which statement comes closest to your position?

Candidate	Response
Laine Johnson	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Malloum Abakar	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Laine Johnson	Support
Malloum Abakar	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Laine Johnson	Allocation based principally on road condition and risk
Malloum Abakar	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Laine Johnson	Strongly support
Malloum Abakar	Support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Laine Johnson	Yes
Malloum Abakar	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Laine Johnson	• Residential flood-protection programs, including backwater valves and sump systems • Sanitary sewer capacity improvements • Creek, culvert and drainage improvements
Malloum Abakar	• Larger or upgraded storm sewers in flood-prone areas • Creek, culvert and drainage improvements • Residential flood-protection programs, including backwater valves and sump systems

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Laine Johnson	High priority
Malloum Abakar	Medium priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Laine Johnson	High priority
Malloum Abakar	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Laine Johnson	Undecided / more study required
Malloum Abakar	Undecided / more study required

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Laine Johnson	Further technical, financial or public consultation work;
Malloum Abakar	No answer provided.

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Laine Johnson	Highest priority — advance immediately
Malloum Abakar	Highest priority — advance immediately

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Laine Johnson	Bus Rapid Transit projects such as Baseline BRT
Malloum Abakar	Bus Rapid Transit projects such as Baseline BRT

Question 12b

Comments on your transit priority

Candidate	Response
Laine Johnson	• At the beginning of 2026, I laid out a plan for improving OC Transpo services, which included re-establishing commuter express routes until the LRT extensions are operating • focusing more on transit-priority lanes and signals • improving delivery times for ParaTranspo • and ensuring we have enough buses to cover for contingencies. Since I published that, OC Transpo has adopted several of my recommendations.
Malloum Abakar	Baseline BRT first. It was studied in 2017, and nine years later only one intersection is funded. And that's while towers along the corridor keep getting approved. Dedicated bus lanes are the fastest and most affordable way to serve that growth. Line 1 must reach Algonquin station after the July 1 flood, with the repair cost and new opening date published. Before any new rail extension, residents should see a yearly report on every committed transit project: what was promised, what it costs, where it stands.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Laine Johnson	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Malloum Abakar	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Laine Johnson	Support, subject to acceptable financial and operating terms
Malloum Abakar	Undecided / more information required

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Laine Johnson	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for accelerated rehabilitation of aging pavement, bridges and structures
Malloum Abakar	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Laine Johnson	Oppose a new ring road or bypass
Malloum Abakar	Perhaps — further information is required

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Laine Johnson	No answer provided.
Malloum Abakar	Before studying a new highway, Ottawa should fix what it already owns. The City's asset management plans show a $10.8 billion ten-year renewal gap. A bypass would add decades of maintenance to that list. If the Province wants to study it, the study should publish full lifecycle costs, not just construction costs, before the City commits anything.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Laine Johnson	Undecided / more study required
Malloum Abakar	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Laine Johnson	• A ban on heavy truck traffic through downtown Ottawa • No specific condition — assess the project on its overall merits
Malloum Abakar	• Acceptable environmental and land-use impacts • Acceptable City financial contribution and senior-government cost sharing

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Laine Johnson	Increase investment
Malloum Abakar	Maintain approximately current investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Laine Johnson	• Completing missing links in the existing cycling network • Connections to LRT and major transit stations
Malloum Abakar	• Connections to LRT and major transit stations • Maintenance and renewal of existing cycling infrastructure before expansion

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Laine Johnson	Strongly support
Malloum Abakar	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Laine Johnson	• Baseline BRT • Other BRT and transit priority corridors • Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • New roads and road-capacity projects identified in the Transportation Master Plan
Malloum Abakar	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Baseline BRT • Sidewalk and pedestrian network investment • Bridge and structural renewal

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Laine Johnson	Better stormwater network capacity will help reduce the chance of flooding from flash floods like we saw July 1. That may mean reviewing our catchbasins, or stormwater ponds, or outflow pumps. Or a combination of all of them.
Malloum Abakar	accelerated sewer separation and flood resilience infrastructure

Question 22b

Second infrastructure priority

Candidate	Response
Laine Johnson	Fixing our public transit system will make life better for everyone, including those who choose other ways to travel.
Malloum Abakar	Baseline BRT

Question 22c

Third infrastructure priority

Candidate	Response
Laine Johnson	We must improve our recreational facilities and more. When we don’t, residents end up paying much more personally.
Malloum Abakar	Road resurfacing and renewal

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Laine Johnson	Reconsider Tewin and what that will mean and look like honestly.
Malloum Abakar	Study of an Ottawa ring road or regional bypass

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Laine Johnson	Not consider removing sidewalks from infrastructure projects.
Malloum Abakar	stage 3 LRT, Kanata–Stittsville

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Laine Johnson	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Reallocation from other City programs • Property tax increases specifically dedicated to infrastructure renewal • User fees or transportation-related revenues • Public-private partnerships where appropriate • Dedicated infrastructure levy
Malloum Abakar	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Other

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Laine Johnson	would make climate-resilient infrastructure a priority for College Ward. I've already brought motions to Council to ensure that our climate realities and infrastructure planning are considered together, and I'm seeking expert advice on whether our current standards need to adapt. I'll continue pursuing funding and partnerships across all three levels of government to upgrade neighbourhoods with outdated infrastructure so they can better withstand the floods, ice storms, and other extreme weather events we are seeing repeatedly. We need to build resilience into our infrastructure now, rather than continuing to pay for the consequences after every major storm.
Malloum Abakar	One page a year: stormwater spending, published ward by ward, tabled with the water rate review. On July 1, College Ward filed 2,282 service requests, more than any other ward in Ottawa. Residents pay a stormwater charge of $252.97 this year, up 7.6%, and deserve to see what it fixed on their street.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Laine Johnson	I would like to see contingencies much more clearly reflected in our budgeting. When we experience a major flood, ice storm, or other extreme weather event, the cleanup doesn't happen in isolation—it draws the same crews and resources away from other essential services, like spring park and road maintenance. The result is that services get delayed, maintenance falls behind, and residents notice. Our budgets need to account not just for normal operations, but for the reality that increasingly, we are having to respond to major events while still delivering the services people rely on every day.
Malloum Abakar	An Ottawa that fixes what it owns before it expands, and shows its work. The City's asset management plans show a $10.8 billion ten-year renewal gap. The 2026 capital budget names road work street by street, but lists the largest stormwater line, $33.4 million for culverts, as "City Wide." Residents can't hold anyone accountable for spending they can't see. Three principles. Flooding comes first: storm sewers, culverts and drainage in the areas that flooded on July 1. Capacity before density: every planning approval should carry a published servicing statement, what the pipes below can take and what the approval adds. Service that arrives: the Baseline corridor was studied in 2017, and nine years later only one intersection is funded. One page a year, ward by ward, so anyone can compare what was spent with what was fixed. Answering the phone is the minimum. Showing your work is the job.

Ward 9 – Knoxdale-Merivale

Candidate participation

Candidate	Survey status
Cole Fraser Jones	**No submission received**
Brandon Ly	**No submission received**
Anna Ielo-Tal	**No submission received**
Sean Devine	**Submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Sean Devine	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — buses and Bus Rapid Transit 3. Renewal of existing roads and bridges 4. Public transit — rail 5. Cycling infrastructure 6. New or expanded roads 7. Pedestrian infrastructure and sidewalks 8. Truck and goods movement infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Sean Devine	1. Transit — bus / BRT 2. Transit — rail 3. Vehicular / road infrastructure 4. Cycling 5. Truck / goods movement 6. Pedestrian

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Sean Devine	With Ottawa's population growing at its current rate, it's imperative that we prioritize transportation investment that moves the most people in the most efficient manner. That's always going to lean towards prioritizing transit.

Question 3

Which statement comes closest to your position?

Candidate	Response
Sean Devine	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Sean Devine	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Sean Devine	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Sean Devine	Support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Sean Devine	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Sean Devine	• Green infrastructure, permeable surfaces and natural stormwater management • Stormwater management ponds and facilities • Other

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Sean Devine	Low priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Sean Devine	Low priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Sean Devine	Support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Sean Devine	No answer provided.

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Sean Devine	Highest priority — advance immediately

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Sean Devine	Bus Rapid Transit projects such as Baseline BRT

Question 12b

Comments on your transit priority

Candidate	Response
Sean Devine	My office has spent the past year circulating a proposal for an alternative to the current plans for Stage 3 LRT expansion - a proposal which would provide four times as much high-order transit (rail and BRT) than the current plan, and save hundreds of millions of dollars.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Sean Devine	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Sean Devine	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Sean Devine	• Advocate for capacity or operational improvements at major bottlenecks • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Sean Devine	No, do not initiate a study during the next term

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Sean Devine	If this is something that the Province wants to consider, then let them do it, but without the City's involvement. There is no broad support within the City for a ring road, and it does not do enough to meet our most critical transportation challenges.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Sean Devine	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Sean Devine	Other;

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Sean Devine	Maintain approximately current investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Sean Devine	• Protected cycling infrastructure on major corridors • Connections to schools, recreation facilities and community destinations

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Sean Devine	Support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Sean Devine	• Baseline BRT • Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors • Sidewalk and pedestrian network investment

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Sean Devine	Ensure that we get a thorough and honest assessment and set of recommendations coming out of the investigation into the Canada Day flooding, and then plan to fund those stormwater resilience measures.

Question 22b

Second infrastructure priority

Candidate	Response
Sean Devine	Increasing the bus fleet and transit priority measures.

Question 22c

Third infrastructure priority

Candidate	Response
Sean Devine	Accelerating the renewal of Ottawa's critical infrastructure gap.

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Sean Devine	LRT Stage 3. Ottawa should give due consideration to the alternative transportation plan that my office has developed and broadly circulated.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Sean Devine	In Ward 9, I'm looking for a reconsideration of the multi-million dollar project for the re-design of Greenbank and West Hunt Club.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Sean Devine	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Municipal debt for long-lived infrastructure • Dedicated infrastructure levy • Public-private partnerships where appropriate • User fees or transportation-related revenues

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Sean Devine	Augmenting Ward 9's and Ottawa's infrastructure resilience to extreme weather.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Sean Devine	My infrastructure vision for Ottawa centres on shifting from reactive fixes to smarter, proactive investments that eliminate multi-billion dollar funding gaps and ensure our assets last longer. Key actions include: Fix It Before It Fails: Prioritize early repairs, in-house service delivery, and smart asset management to properly maintain roads, sewers, and facilities before failure occurs. Close the Gap: Accelerate deferred projects using modern procurement practices and innovative financing options, such as green bonds. Fight for Renewal: Secure a fair share of city funding for mature, growing neighborhoods like Ward 9 to upgrade long-neglected infrastructure and mitigate storm risks. Build Smarter: Adopt resilient, cost-effective solutions like permeable pavement and improved patching techniques to protect neighborhoods and cut long-term costs. By investing more, spending smarter, and delivering better, Ottawa can build a resilient foundation that supports growth and delivers lasting value to taxpayers.

Ward 10 – Gloucester-Southgate

Candidate participation

Candidate	Survey status
John Redins	**No submission received**
Donna Dickson	**Submission received**
Jessica Bradley	**No submission received**
Ahmed Rashid	**Submission received**
Ayub Omar	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Donna Dickson	1. Public transit — buses and Bus Rapid Transit 2. Public transit — rail 3. Flood prevention, stormwater and sewer infrastructure 4. Renewal of existing roads and bridges 5. New or expanded roads 6. Truck and goods movement infrastructure 7. Pedestrian infrastructure and sidewalks 8. Cycling infrastructure
Ahmed Rashid	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — buses and Bus Rapid Transit 3. Cycling infrastructure 4. Pedestrian infrastructure and sidewalks 5. Renewal of existing roads and bridges 6. Public transit — rail 7. New or expanded roads 8. Truck and goods movement infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Donna Dickson	1. Transit — bus / BRT 2. Transit — rail 3. Vehicular / road infrastructure 4. Truck / goods movement 5. Cycling 6. Pedestrian
Ahmed Rashid	1. Transit — bus / BRT 2. Vehicular / road infrastructure 3. Pedestrian 4. Cycling 5. Transit — rail 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Donna Dickson	Better and full time contracts for bus drivers. And scaled up service for key routes during rush hour times. The eventual expansion of the rail system, but the LRT has already been a colossal expense to the city with a long list of problems. But the better we can make any other means of transit will help to take cars off the road and aid rush hour congestion.
Ahmed Rashid	My priority is getting people onto transit, because that is how you actually relieve traffic. I would freeze fares and put that revenue back into reliability. OC Transpo's own staff said a fare freeze would bring back 300,000 rides. More riders means more revenue and less congestion. I would push transit priority signals at Walkley, Heron, and Alta Vista, expand bus lanes, and extend winter clearing so bike lanes work year round. I will also fight the province's overreach on speed cameras and lobby for our enforcement powers back. Reliable, affordable transit first.

Question 3

Which statement comes closest to your position?

Candidate	Response
Donna Dickson	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Ahmed Rashid	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Donna Dickson	Maintain approximately current planned investment
Ahmed Rashid	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Donna Dickson	Allocation based principally on road condition and risk
Ahmed Rashid	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Donna Dickson	Strongly support
Ahmed Rashid	Support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Donna Dickson	Yes
Ahmed Rashid	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Donna Dickson	• Larger or upgraded storm sewers in flood-prone areas • Protection of critical municipal infrastructure and pumping stations • Residential flood-protection programs, including backwater valves and sump systems
Ahmed Rashid	• Larger or upgraded storm sewers in flood-prone areas • Residential flood-protection programs, including backwater valves and sump systems • Accelerated combined sewer separation

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Donna Dickson	High priority
Ahmed Rashid	Medium priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Donna Dickson	Low priority
Ahmed Rashid	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Donna Dickson	Undecided / more study required
Ahmed Rashid	Support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Donna Dickson	• Appropriate federal and provincial funding • An acceptable Ottawa alignment
Ahmed Rashid	• An acceptable Ottawa alignment • Appropriate federal and provincial funding • An acceptable City of Ottawa financial contribution • Further technical, financial or public consultation work

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Donna Dickson	Medium priority
Ahmed Rashid	High priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Donna Dickson	Improving OC Transpo frequency and reliability before major expansion
Ahmed Rashid	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Donna Dickson	LRT expansion and the Baseline BRT are important projects. But I know these project often have significant issues of funding, and huge parts Ward 10 are completely left our of these expansion projects. I would like to see bussing improvements as a priority because the bus system is much more interconnected to Ward 10, especially the Eastern half of the ward.
Ahmed Rashid	My answers reflect one principle: fix what we have before we build more. I ranked Stage 3 extensions as medium priority because there is no funding and no timeline. I gave Baseline BRT high priority because it is designed and ready. But when new money arrives, my first ask is frequency and reliability on the routes people already depend on. Freeze fares. Restore service standards. Secure the upload deal that frees up $85 million a year for buses. Expansion matters, but riders cannot wait another decade for a system that works today.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Donna Dickson	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Ahmed Rashid	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Donna Dickson	Support, subject to acceptable financial and operating terms
Ahmed Rashid	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Donna Dickson	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for capacity or operational improvements at major bottlenecks
Ahmed Rashid	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Donna Dickson	Yes, but only jointly with the Province of Ontario and federal government
Ahmed Rashid	Yes, but only jointly with the Province of Ontario and federal government

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Donna Dickson	Fundamentally it comes down to the cost to tax payers. Getting support from the Federal and/or the Provincial government would be necessary for me to say I support it, as well as the impact on property taxes.
Ahmed Rashid	A ring road is a provincial highway project, not a city one. Ottawa cannot fund it, and I will not pretend otherwise. If a study happens, the province leads and pays. The city's role is data and local input. I will not support anything that distracts from transit or paves over green space. Any study has to answer hard questions: cost, environmental impact, and whether it genuinely reduces congestion or just encourages sprawl. Get the facts on the table. Then decide. Not the other way around.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Donna Dickson	Oppose
Ahmed Rashid	Support subject to conditions

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Donna Dickson	• Reduced traffic impacts on eastern Ottawa communities • Acceptable City financial contribution and senior-government cost sharing
Ahmed Rashid	• A ban on heavy truck traffic through downtown Ottawa • Acceptable environmental and land-use impacts

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Donna Dickson	Increase investment
Ahmed Rashid	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Donna Dickson	• Completing missing links in the existing cycling network • Suburban cycling networks
Ahmed Rashid	• Connections to LRT and major transit stations • Maintenance and renewal of existing cycling infrastructure before expansion

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Donna Dickson	Maintain approximately current planned investment levels
Ahmed Rashid	Support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Donna Dickson	• Accelerated sewer separation and flood resilience infrastructure • Baseline BRT • Study of an Ottawa ring road or regional bypass • Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation • Accelerated Highway 417 rehabilitation and interchange improvements
Ahmed Rashid	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors • Cycling network investment • Sidewalk and pedestrian network investment

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Donna Dickson	Improving the city's flood resilience infrastructure
Ahmed Rashid	My first priority is sewer separation and flood resilience. We have had the 2022 derecho, and the 2026 Canada Day storm caused $439 million in insured damage. Basements flooded. Combined sewers overflowed. Homeowners are still fighting with insurers. This is not abstract. It is people losing their homes and their savings. I would accelerate combined sewer separation, prioritise flood-prone neighbourhoods, and fund residential flood protection like backwater valves and sump systems. I would pay for it through progressive revenue tools and the federal-provincial infrastructure fund, not property tax hikes on working families. Protecting homes is a core service. It comes first.

Question 22b

Second infrastructure priority

Candidate	Response
Donna Dickson	Improving roads for key an neglected areas
Ahmed Rashid	My second priority is road resurfacing and renewal. Our roads are crumbling, and the $3.8 billion repair backlog is not abstract. It is potholes, cracked pavement, and failing infrastructure that residents see every day. I would increase the resurfacing budget and direct funding based on road condition and risk, not politics. I would pay for it through progressive revenue tools and the federal-provincial infrastructure fund, not property tax hikes on working families. Fixing what we already have is a core service. It cannot wait any longer. Every resident deserves safe roads. This is not complicated.

Question 22c

Third infrastructure priority

Candidate	Response
Donna Dickson	Securing funding for public transit infrastructure
Ahmed Rashid	My third priority is transit priority corridors. We cannot expand a system that is not working. Riders deal with cancellations, delays, and buses stuck in traffic every day. Transit priority signals and bus lanes are cheaper and faster to build than rail extensions, and they serve more people right now. OC Transpo's own staff said a fare freeze would bring back 300,000 rides. More riders, more revenue, less congestion. I will fight to freeze fares, push priority signals at Walkley, Heron, and Alta Vista, and extend winter clearing so bike lanes work year round. Fix what we have first. Then build.

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Donna Dickson	Bridge to Kettle Island. The Island is entirely on the Gatineau side. If they want the bridge it should be paid for mainly by them. Not to mention the affect it would have on the already congested downtown area.
Ahmed Rashid	Stage 3 LRT extensions to Kanata, Stittsville, and Barrhaven. I am not opposing these projects forever. I am saying we cannot afford to pursue them now. Stage 3 is estimated at $6 to $8 billion with no funding agreement and no timeline. The province has not uploaded the LRT. Meanwhile, riders are dealing with cancellations and delays, and our existing roads are crumbling. We cannot expand a system that is not working. Fix what we have first. Freeze fares. Restore reliability. Close the $3.8 billion repair backlog. Then build Stage 3 when the money and the plan are actually there.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Donna Dickson	No answer provided.
Ahmed Rashid	The ring road or regional bypass study. Ottawa should not be spending political capital or staff time on a multi-billion dollar highway project the province has not committed to funding. The city already removed the ring road from its Transportation Master Plan. The province has said there is "a good case" for it, so let the province lead. If a study moves forward, it should be provincial, with the city providing data and local input. It should not distract from transit, road repair, or flood resilience, and it must not pave over green space. Defer until the province takes the lead.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Donna Dickson	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Reallocation from other City programs • Public-private partnerships where appropriate • User fees or transportation-related revenues
Ahmed Rashid	• Other • Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Dedicated infrastructure levy

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Donna Dickson	Improving the drainage and sewars. It's been decades since the city has made substantial improvements. Many of the suburban communities on Ward 10 deal with routine flooding in the streets, and sometimes on the winter, flooding followed by freezing that makes the roads, driveways and sidewalks hazardous to residents.
Ahmed Rashid	Flood resilience and sewer separation. I will commit to accelerating combined sewer separation and expanding residential flood protection programs like backwater valves and sump systems. We have had the 2022 derecho and the 2026 Canada Day storm caused $439 million in insured damage. Basements flooded. Families lost savings. And we are still moving too slowly. I will prioritise the most flood-prone neighbourhoods first, secure federal and provincial infrastructure funding, and pay for it through progressive revenue tools, not property tax hikes on working families. Protecting homes is not glamorous. It does not get ribbon cuttings. But it is the most direct way a councillor can protect the people they represent. That is my commitment.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Donna Dickson	Making sure that residents are getting around efficiently. Too much flooding in roads and neighborhoods, with massive disruptions to transit with road maintenance and construction. I want to see a city where people don't need to buy a car just to avoid a 2 hour bus commute, but still spend over an hour in traffic gridlock. Public transit should be a viable option, that is accessible to all residents, and people commuting by car should only have to spend 30 minutes on the road to get end to end in the city.
Ahmed Rashid	My vision for Ottawa is a city that fixes what it has before it builds more. That means accelerating sewer separation and flood resilience so no family loses their basement to the next storm. It means resurfacing our roads and repairing our bridges, funded by condition and risk, not politics. It means making transit reliable and affordable before we commit billions to expansions with no funding and no timeline. I will not pay for this on the backs of working families. I will go after the $8.8 billion federal-provincial infrastructure fund that Ottawa has not yet secured. I will stop waiving development charges for market-rate units while existing residents foot the bill. And I will use progressive tools like the Vacant Unit Tax to shift the burden onto those who can afford it. Infrastructure is not about ribbon cuttings. It is about whether your basement floods, your bus shows up, and your street gets fixed. That is the city I will fight for.

Ward 11 – Beacon Hill-Cyrville

Candidate participation

Candidate	Survey status
Cathryne Milburn	**Submission received**
Tim Tierney	**No submission received**
Coreen Corcoran	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Cathryne Milburn	1. Public transit — buses and Bus Rapid Transit 2. Pedestrian infrastructure and sidewalks 3. Truck and goods movement infrastructure 4. New or expanded roads 5. Cycling infrastructure 6. Renewal of existing roads and bridges 7. Public transit — rail 8. Flood prevention, stormwater and sewer infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Cathryne Milburn	1. Transit — bus / BRT 2. Truck / goods movement 3. Pedestrian 4. Cycling 5. Transit — rail 6. Vehicular / road infrastructure

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Cathryne Milburn	We need to proactively maintain and upgrade roads before issues become more expensive to address. When infrastructure is renewed, we should ensure roads safely and accessibly accommodate everyone, including people walking, cycling, rolling, taking transit, and driving.

Question 3

Which statement comes closest to your position?

Candidate	Response
Cathryne Milburn	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Cathryne Milburn	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Cathryne Milburn	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Cathryne Milburn	Maintain the existing program and schedule

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Cathryne Milburn	Unsure

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Cathryne Milburn	• Larger or upgraded storm sewers in flood-prone areas • Stormwater management ponds and facilities • Protection of critical municipal infrastructure and pumping stations

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Cathryne Milburn	Low priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Cathryne Milburn	Low priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Cathryne Milburn	Undecided / more study required

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Cathryne Milburn	• An acceptable Ottawa alignment • Appropriate federal and provincial funding • Further technical, financial or public consultation work

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Cathryne Milburn	Medium priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Cathryne Milburn	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Cathryne Milburn	We need to proactively maintain and upgrade roads before issues become more expensive to address. When infrastructure is renewed, we should ensure roads safely and accessibly accommodate everyone, including people walking, cycling, rolling, taking transit, and driving.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Cathryne Milburn	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Cathryne Milburn	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Cathryne Milburn	• Prioritize interchange improvements connecting Highway 417 to City roads • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Cathryne Milburn	Perhaps — further information is required

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Cathryne Milburn	Ottawa needs solutions to address truck traffic and transportation pressures now. A ring road has been discussed for decades and would depend heavily on the provincial government, so we should not base our transportation planning on waiting for a future project. I would support exploring the feasibility of a ring road through a comprehensive cost-benefit analysis, clear timelines, and extensive public consultation. We need to understand the potential costs, benefits, and community impacts before making a decision, while also taking practical steps to address current transportation challenges.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Cathryne Milburn	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Cathryne Milburn	• Improved regional movement of people and goods • No specific condition — assess the project on its overall merits

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Cathryne Milburn	Maintain approximately current investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Cathryne Milburn	• Completing missing links in the existing cycling network • Protected cycling infrastructure on major corridors

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Cathryne Milburn	Maintain approximately current planned investment levels

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Cathryne Milburn	• Road resurfacing and renewal • Stage 3 LRT — Kanata–Stittsville • Other BRT and transit priority corridors • New roads and road-capacity projects identified in the Transportation Master Plan • Sidewalk and pedestrian network investment

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Cathryne Milburn	Road resurfacing and renewal

Question 22b

Second infrastructure priority

Candidate	Response
Cathryne Milburn	New roads and road-capacity projects identified in the Transportation Master Plan

Question 22c

Third infrastructure priority

Candidate	Response
Cathryne Milburn	Sidewalk and pedestrian network investment

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Cathryne Milburn	Gatineau–Ottawa tram connection from western Gatineau or Aylmer to downtown Ottawa

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Cathryne Milburn	No answer provided.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Cathryne Milburn	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Dedicated infrastructure levy

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Cathryne Milburn	Addressing road infrastructure on City Park Drive, Cummings Avenue, and Leigh Crescent.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Cathryne Milburn	My infrastructure vision for Ottawa is focused on proactive maintenance, timely repairs, and investments that improve everyday quality of life. We need to be proactively addressing road infrastructure before they become a serious problem. We also need to maintain and improve parks and green spaces, update parking infrastructure and bylaws where communities are experiencing challenges, and increase access to public washrooms in parks and public spaces. I would also support building a splash pad in every neighbourhood, with longer seasons and extended hours where possible. Infrastructure planning should be proactive, transparent, and responsive to the needs of communities, with regular communication about priorities, timelines, and progress.

Ward 12 – Rideau-Vanier

Candidate participation

Candidate	Survey status
Lyra Evans	**No submission received**
Stéphanie Plante	**No submission received**
Eric Smith	**No submission received**
Brian Paquette	**No submission received**
Michael Karl Sewanaku	**No submission received**
Julie Fiala Chartrand	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.

Ward 13 – Rideau-Rockcliffe

Candidate participation

Candidate	Survey status
Peter J. Karwacki	**Submission received**
Rawlson King	**Submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Peter J. Karwacki	1. Truck and goods movement infrastructure 2. Renewal of existing roads and bridges 3. New or expanded roads 4. Flood prevention, stormwater and sewer infrastructure 5. Cycling infrastructure 6. Public transit — buses and Bus Rapid Transit 7. Pedestrian infrastructure and sidewalks 8. Public transit — rail
Rawlson King	1. Public transit — buses and Bus Rapid Transit 2. Flood prevention, stormwater and sewer infrastructure 3. Renewal of existing roads and bridges 4. Pedestrian infrastructure and sidewalks 5. Cycling infrastructure 6. Truck and goods movement infrastructure 7. Public transit — rail 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Peter J. Karwacki	1. Truck / goods movement 2. Vehicular / road infrastructure 3. Cycling 4. Pedestrian 5. Transit — bus / BRT 6. Transit — rail
Rawlson King	1. Transit — bus / BRT 2. Pedestrian 3. Cycling 4. Transit — rail 5. Vehicular / road infrastructure 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Peter J. Karwacki	1. Eastern interprovincial crossing 2. Pedestrian crossing safety 3. Cycling infrastructure 4. Bus service
Rawlson King	Reliable transit, complete streets, and enhance pedestrian and cycle infrastructure are my core transportation priorities. I will advance the St. Laurent Boulevard Transit Priority Corridor, push for measurable OC Transpo reliability standards with public reporting, and resist fare increases while ridership rebuilds. Every road reconstruction project must incorporate multi-modal improvements where warranted. Next term priorities include the Beechwood Avenue Complete Street, North River Road improvements, Donald and Vanier Parkway intersection upgrades, and Bathgate Drive renewal. Where residents are experiencing speeding or cut-through traffic, I will act. Safety and neighbourhood mobility are not in conflict. Good street design and sustained investment can deliver both.

Question 3

Which statement comes closest to your position?

Candidate	Response
Peter J. Karwacki	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Rawlson King	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Peter J. Karwacki	Strongly support
Rawlson King	Strongly support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Peter J. Karwacki	Allocation based principally on road condition and risk
Rawlson King	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Peter J. Karwacki	Maintain the existing program and schedule
Rawlson King	Strongly support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Peter J. Karwacki	Unsure
Rawlson King	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Peter J. Karwacki	• Stormwater management ponds and facilities • Protection of critical municipal infrastructure and pumping stations • Residential flood-protection programs, including backwater valves and sump systems
Rawlson King	• Accelerated combined sewer separation • Green infrastructure, permeable surfaces and natural stormwater management • Residential flood-protection programs, including backwater valves and sump systems

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Peter J. Karwacki	Low priority
Rawlson King	High priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Peter J. Karwacki	Low priority
Rawlson King	High priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Peter J. Karwacki	Strongly support
Rawlson King	Strongly support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Peter J. Karwacki	An acceptable City of Ottawa financial contribution;
Rawlson King	• An acceptable Ottawa alignment • Appropriate federal and provincial funding

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Peter J. Karwacki	Low priority
Rawlson King	High priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Peter J. Karwacki	Bus Rapid Transit projects such as Baseline BRT
Rawlson King	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Peter J. Karwacki	Rail has shot its wad.
Rawlson King	Reliable transit is a basic municipal service and a necessity. For more than a decade, OC Transpo was chronically underfunded and residents paid the price in unreliable service, reduced frequencies, and cancelled routes. I strongly supported Council's recent commitment to more appropriate funding levels, and I am committed to ensuring that investment translates into real, measurable improvements for riders. Proper funding must deliver better frequency and greater reliability, backed by transparent, publicly reported performance standards. Riders need to know a bus will come when it is supposed to. I will also resist fare increases that discourage the riders we most need to attract and retain.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Peter J. Karwacki	Strongly support adding capacity where appropriate
Rawlson King	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Peter J. Karwacki	Strongly support
Rawlson King	Strongly support

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Peter J. Karwacki	Advocate for capacity or operational improvements at major bottlenecks;
Rawlson King	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for capacity or operational improvements at major bottlenecks

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Peter J. Karwacki	Yes, initiate a feasibility study during the next term
Rawlson King	Oppose a new ring road or bypass

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Peter J. Karwacki	Bridge and ring road IA required
Rawlson King	I oppose the creation of a municipal ring road. Ring roads generate traffic rather than manage it, encourage sprawl at the urban fringe, and undermine the transit and intensification investments Ottawa has committed to. The evidence from cities that have built them is consistent: induced demand fills new road capacity quickly, producing congestion at a larger scale and higher cost than before. Ottawa's transportation challenges are best addressed through reliable transit, complete streets, and targeted bottleneck improvements on existing corridors, not expensive new infrastructure that locks in car dependency for generations. Investment in movement should serve people, not simply move vehicles. That is the principle I will apply at council.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Peter J. Karwacki	Strongly support
Rawlson King	Strongly oppose

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Peter J. Karwacki	• A ban on heavy truck traffic through downtown Ottawa • Acceptable environmental and land-use impacts
Rawlson King	• Reduced traffic impacts on eastern Ottawa communities • Acceptable environmental and land-use impacts

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Peter J. Karwacki	Reconsider investment after further review
Rawlson King	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Peter J. Karwacki	• Protected cycling infrastructure on major corridors • Completing missing links in the existing cycling network
Rawlson King	• Protected cycling infrastructure on major corridors • Completing missing links in the existing cycling network

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Peter J. Karwacki	Strongly support
Rawlson King	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Peter J. Karwacki	• Bridge and structural renewal • Other BRT and transit priority corridors • Baseline BRT • Kettle Island interprovincial bridge and associated transportation infrastructure • Sidewalk and pedestrian network investment
Rawlson King	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors • Cycling network investment • Sidewalk and pedestrian network investment • Gatineau–Ottawa tram connection from western Gatineau or Aylmer to downtown Ottawa

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Peter J. Karwacki	Interprovincial crossing
Rawlson King	Accelerated sewer separation and flood resilience infrastructure must be the first priority. Ottawa faces a significant infrastructure deficit and the consequences of deferral are compounding. Aging combined sewers contribute directly to basement flooding, waterway contamination, and public health risk. Climate change is making extreme rainfall events more frequent and more severe. Every dollar invested in sewer separation and stormwater resilience now prevents multiples in emergency response, property damage, and public health costs later. This is the unglamorous but essential work of municipal government. Ward 13 has already seen major investment in this area and the next term must sustain and accelerate that commitment city-wide.

Question 22b

Second infrastructure priority

Candidate	Response
Peter J. Karwacki	Property owner grant programs
Rawlson King	Road resurfacing and renewal is the second priority. Ottawa's road network is the connective tissue of every neighbourhood, and its condition affects every resident regardless of how they travel. Deferred road maintenance compounds costs and creates safety hazards for drivers, cyclists, and pedestrians alike. Every road reconstruction project must also be used as an opportunity to improve sidewalks, accessibility, cycling connections, drainage, and urban tree canopy, so that communities receive the full benefit of each capital investment rather than simply a repaved surface. Sustained, adequate road renewal funding is a fiscal responsibility, not an optional expenditure.

Question 22c

Third infrastructure priority

Candidate	Response
Peter J. Karwacki	Wateridge Hemlock extension
Rawlson King	Investment in transit priority corridors, including the St. Laurent Boulevard Transit Priority Corridor, is the third priority. Ottawa cannot meet its climate, housing, or mobility goals without a transit network that people genuinely choose to use. Transit priority infrastructure, dedicated lanes, signal priority, and bus stop improvements, delivers reliability improvements at a fraction of the cost of new LRT construction. These corridors serve the densest, most transit-dependent communities in the city. Advancing them in the next term produces measurable ridership and reliability gains while the broader network continues to develop. This is high-value, achievable investment that delivers results within the term.

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Peter J. Karwacki	LRT investment
Rawlson King	The Kettle Island interprovincial bridge and associated transportation infrastructure should not be pursued. I have been explicit in my opposition: this project would generate additional traffic and pollution along the Aviation Parkway corridor, harm communities and the natural environment, and will not resolve the downtown truck movement problem it purports to address. The federal consultation process was poorly timed, closing during a municipal election period before incoming council could establish a formal position. A project of this scale and impact requires genuine regional coordination and a proper municipal process. Ottawa should not be a passive participant in a federal decision with profound local consequences.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Peter J. Karwacki	Beechwood enhancement
Rawlson King	The study of an Ottawa ring road or regional bypass should not be pursued during the next term. Ring roads induce traffic rather than manage it, encourage urban sprawl at the fringe, and undermine the transit and intensification investments Ottawa has already committed to. The evidence from comparable cities is consistent: new road capacity fills quickly, producing larger-scale congestion at greater cost. Ottawa's transportation challenges are best addressed through reliable transit, complete streets, and targeted improvements on existing corridors. Committing resources to a ring road study would divert attention and funding from the higher-priority investments that deliver measurable benefit to residents within the term.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Peter J. Karwacki	Municipal debt for long-lived infrastructure;
Rawlson King	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Property tax increases specifically dedicated to infrastructure renewal • Dedicated infrastructure levy

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Peter J. Karwacki	Wateridge hemlock extension
Rawlson King	The St. Laurent Boulevard Transit Priority Corridor. This project directly serves Ward 13 residents, connects underserved communities to the broader transit network, and demonstrates that transit priority infrastructure can be delivered efficiently and cost-effectively. I have already advanced the planning work and will continue to champion it at every stage. A reliable, frequent, transit-priority corridor along St. Laurent Boulevard will improve travel times, increase ridership, reduce car dependency, and serve as a model for how Ottawa builds out its broader transit priority network. This is the project I am personally committed to advancing, and I will continue to be its strongest advocate at council.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Peter J. Karwacki	It is in shambles and needs a major review
Rawlson King	Ottawa's infrastructure must be built and maintained to serve everyone, not just those who drive, and not just those who live in the newest or most prominent neighbourhoods. My vision is a city that invests consistently and honestly in its roads, sewers, water systems, bridges, sidewalks, and transit infrastructure, using every capital project as an opportunity to deliver multiple community benefits simultaneously. That means sewer separation and stormwater resilience embedded in road renewal. It means complete streets that serve pedestrians, cyclists, and transit riders alongside drivers. It means a transit network that is reliable, frequent, and affordable enough to be a genuine choice. And it means being honest with residents about what infrastructure costs, what deferral costs more, and what their investment is delivering. That accountability is the foundation everything else rests on.

Ward 14 – Somerset

Candidate participation

Candidate	Survey status
Robert Dekker	**Submission received**
Ariel Troster	**Submission received**
Dillon Anderson	**Submission received**
Michael Tay	**No submission received**
Nicholas Gollé	**Submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Robert Dekker	1. Public transit — buses and Bus Rapid Transit 2. Pedestrian infrastructure and sidewalks 3. Flood prevention, stormwater and sewer infrastructure 4. Cycling infrastructure 5. Public transit — rail 6. Renewal of existing roads and bridges 7. New or expanded roads 8. Truck and goods movement infrastructure
Ariel Troster	1. Public transit — buses and Bus Rapid Transit 2. Pedestrian infrastructure and sidewalks 3. Public transit — rail 4. Cycling infrastructure 5. Flood prevention, stormwater and sewer infrastructure 6. Renewal of existing roads and bridges 7. Truck and goods movement infrastructure 8. New or expanded roads
Dillon Anderson	1. Renewal of existing roads and bridges 2. Public transit — buses and Bus Rapid Transit 3. Flood prevention, stormwater and sewer infrastructure 4. Pedestrian infrastructure and sidewalks 5. Public transit — rail 6. Cycling infrastructure 7. New or expanded roads 8. Truck and goods movement infrastructure
Nicholas Gollé	1. Public transit — buses and Bus Rapid Transit 2. Flood prevention, stormwater and sewer infrastructure 3. Cycling infrastructure 4. Truck and goods movement infrastructure 5. Renewal of existing roads and bridges 6. Pedestrian infrastructure and sidewalks 7. Public transit — rail 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Robert Dekker	1. Pedestrian 2. Transit — bus / BRT 3. Cycling 4. Transit — rail 5. Vehicular / road infrastructure 6. Truck / goods movement
Ariel Troster	1. Transit — bus / BRT 2. Pedestrian 3. Cycling 4. Transit — rail 5. Vehicular / road infrastructure 6. Truck / goods movement
Dillon Anderson	1. Transit — bus / BRT 2. Transit — rail 3. Pedestrian 4. Cycling 5. Vehicular / road infrastructure 6. Truck / goods movement
Nicholas Gollé	1. Transit — bus / BRT 2. Cycling 3. Truck / goods movement 4. Vehicular / road infrastructure 5. Pedestrian 6. Transit — rail

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Robert Dekker	I believe safety should be the motivation for any infrastructure investment
Ariel Troster	Bus lanes, fixing and expanding sidewalks and bike lanes are my top priorities
Dillon Anderson	My transportation priorities focus on safety, universal accessibility, and active mobility. In Somerset Ward, we must ensure pedestrian and cycling infrastructure is fully accessible year-round, prioritizing reliable sidewalk snow-clearing and traffic-calming measures around schools and busy commercial corridors. We also need to optimize transit integration to connect our neighborhoods efficiently. By focusing on practical, data-driven investments rather than costly mega-projects, we can build a safer, more reliable transit and street network for seniors, families, cyclists, pedestrians, and public transit riders alike.
Nicholas Gollé	• I ranked buses first because Ottawa needs transit that works for people now. Cycling is next because we've committed to building a network, and it gives people a real alternative to driving. I put flood prevention and sewers in my top three because they're part of the city's foundation • we can't afford to let them fail. Goods movement matters too, especially when trucks cut through neighbourhoods. We need to maintain roads, bridges and accessible sidewalks, but I'm less interested in expanding roads. We've already invested heavily in rail. Let's make that system work before paying to expand it again.

Question 3

Which statement comes closest to your position?

Candidate	Response
Robert Dekker	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Ariel Troster	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Dillon Anderson	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Nicholas Gollé	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Robert Dekker	Maintain approximately current planned investment
Ariel Troster	Maintain approximately current planned investment
Dillon Anderson	Support
Nicholas Gollé	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Robert Dekker	Allocation based principally on road condition and risk
Ariel Troster	Local neighbourhood streets
Dillon Anderson	Allocation based principally on road condition and risk
Nicholas Gollé	Arterial roads

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Robert Dekker	Support
Ariel Troster	Support
Dillon Anderson	Support
Nicholas Gollé	Support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Robert Dekker	Yes
Ariel Troster	Yes
Dillon Anderson	Yes
Nicholas Gollé	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Robert Dekker	• Stormwater management ponds and facilities • Protection of critical municipal infrastructure and pumping stations • Green infrastructure, permeable surfaces and natural stormwater management
Ariel Troster	• Green infrastructure, permeable surfaces and natural stormwater management • Residential flood-protection programs, including backwater valves and sump systems • Larger or upgraded storm sewers in flood-prone areas
Dillon Anderson	Residential flood-protection programs, including backwater valves and sump systems;
Nicholas Gollé	• Green infrastructure, permeable surfaces and natural stormwater management • Larger or upgraded storm sewers in flood-prone areas • Protection of critical municipal infrastructure and pumping stations

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Robert Dekker	Medium priority
Ariel Troster	Medium priority
Dillon Anderson	Medium priority
Nicholas Gollé	Medium priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Robert Dekker	Medium priority
Ariel Troster	Medium priority
Dillon Anderson	High priority
Nicholas Gollé	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Robert Dekker	Undecided / more study required
Ariel Troster	Undecided / more study required
Dillon Anderson	Undecided / more study required
Nicholas Gollé	Undecided / more study required

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Robert Dekker	Other;
Ariel Troster	Appropriate federal and provincial funding;
Dillon Anderson	• An acceptable Ottawa alignment • An acceptable City of Ottawa financial contribution
Nicholas Gollé	• Appropriate federal and provincial funding • An acceptable Ottawa alignment • An acceptable City of Ottawa financial contribution • Further technical, financial or public consultation work

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Robert Dekker	Highest priority — advance immediately
Ariel Troster	High priority
Dillon Anderson	High priority
Nicholas Gollé	High priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Robert Dekker	Bus Rapid Transit projects such as Baseline BRT
Ariel Troster	Improving OC Transpo frequency and reliability before major expansion
Dillon Anderson	Bus Rapid Transit projects such as Baseline BRT
Nicholas Gollé	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Robert Dekker	No answer provided.
Ariel Troster	Bus reliability is the #1 issue I hear about needing improvement in the downtown core
Dillon Anderson	My transit priority focuses squarely on restoring day-to-day service reliability, enhancing fiscal accountability, and rebuilding public trust in OC Transpo. Key elements of this approach include: Prioritizing Reliability Over Megaprojects: Shifting immediate municipal focus toward stabilizing bus fleet availability, improving preventative maintenance, and ensuring consistent, on-time schedules for core routes. Fiscal Discipline & Sustainable Funding: Rigorously examining transit expenditures and pursuing structural solutions—such as exploring provincial upload options to alleviate municipal budget pressures—to ensure long-term financial stability without placing an undue burden on property taxpayers. Putting Customers First: Ensuring seamless integration with active mobility networks, improving system safety, and guaranteeing that transit investments genuinely serve the daily needs of commuters, seniors, students, and persons with disabilities across Somerset Ward and the wider city.
Nicholas Gollé	No answer provided.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Robert Dekker	Neutral / case by case
Ariel Troster	Neutral / case by case
Dillon Anderson	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Nicholas Gollé	Neutral / case by case

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Robert Dekker	Support, subject to acceptable financial and operating terms
Ariel Troster	Support, subject to acceptable financial and operating terms
Dillon Anderson	Support, subject to acceptable financial and operating terms
Nicholas Gollé	Undecided / more information required

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Robert Dekker	• Advocate for capacity or operational improvements at major bottlenecks • Advocate for accelerated rehabilitation of aging pavement, bridges and structures
Ariel Troster	Highway 417 should not be a major City advocacy priority;
Dillon Anderson	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Advocate for capacity or operational improvements at major bottlenecks
Nicholas Gollé	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for accelerated rehabilitation of aging pavement, bridges and structures

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Robert Dekker	Unsure
Ariel Troster	Oppose a new ring road or bypass
Dillon Anderson	Oppose a new ring road or bypass
Nicholas Gollé	Yes, initiate a feasibility study during the next term

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Robert Dekker	No answer provided.
Ariel Troster	Advancing a ring road that runs parallel to the 417 and the LRT makes no sense, would displace existing communities and cost billion of dollars. I am opposed.
Dillon Anderson	I oppose a southern ring road or highway bypass. It would be an astronomically costly project that fails to address our actual transportation needs. Instead of pouring billions into sprawling highway infrastructure that induces more car dependency and bypasses urban realities, our focus must remain squarely on fiscal responsibility, fixing day-to-day transit reliability, and improving accessible, active mobility right here in our neighborhoods.
Nicholas Gollé	I'm open to studying it, but we need to be clear about what problem we're trying to solve. How much traffic is passing through Ottawa, and would a bypass actually divert it? I would start by reviewing the Province's existing work, then compare the benefits, construction and maintenance costs, environmental impacts, and alternatives. We also need to understand whether it would encourage development that adds more infrastructure costs over time. Supporting a study does not mean committing to build it. The evidence should determine whether it moves forward.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Robert Dekker	Undecided / more study required
Ariel Troster	Undecided / more study required
Dillon Anderson	Undecided / more study required
Nicholas Gollé	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Robert Dekker	• A ban on heavy truck traffic through downtown Ottawa • Acceptable environmental and land-use impacts
Ariel Troster	A ban on heavy truck traffic through downtown Ottawa;
Dillon Anderson	• Reduced traffic impacts on eastern Ottawa communities • Acceptable City financial contribution and senior-government cost sharing
Nicholas Gollé	• Reduced traffic impacts on eastern Ottawa communities • Acceptable environmental and land-use impacts

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Robert Dekker	Maintain approximately current investment
Ariel Troster	Increase investment
Dillon Anderson	Increase investment
Nicholas Gollé	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Robert Dekker	• Completing missing links in the existing cycling network • Maintenance and renewal of existing cycling infrastructure before expansion
Ariel Troster	• Completing missing links in the existing cycling network • Connections to schools, recreation facilities and community destinations
Dillon Anderson	• Connections to schools, recreation facilities and community destinations • Connections to LRT and major transit stations
Nicholas Gollé	• Completing missing links in the existing cycling network • Protected cycling infrastructure on major corridors

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Robert Dekker	Strongly support
Ariel Troster	Strongly support
Dillon Anderson	Strongly support
Nicholas Gollé	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Robert Dekker	• Accelerated sewer separation and flood resilience infrastructure • Sidewalk and pedestrian network investment • Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation • Other BRT and transit priority corridors • Cycling network investment
Ariel Troster	• Cycling network investment • Sidewalk and pedestrian network investment • Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors
Dillon Anderson	• Road resurfacing and renewal • Other BRT and transit priority corridors • Stage 3 LRT — Kanata–Stittsville • Stage 3 LRT — Barrhaven • Accelerated sewer separation and flood resilience infrastructure
Nicholas Gollé	• Cycling network investment • Road resurfacing and renewal • Accelerated sewer separation and flood resilience infrastructure • Baseline BRT • Other BRT and transit priority corridors

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Robert Dekker	Sidewalk and pedestrian network investment
Ariel Troster	Downtown sidewalk repair/renewal
Dillon Anderson	My top infrastructure priority for the 2026–2030 term is repairing and upgrading our core municipal foundation—specifically fixing our existing roads, sidewalks, and aging water/wastewater systems, while expanding universal accessibility and year-round active mobility networks. Instead of chasing expensive, low-return mega-projects, our capital investments must focus on the basics that residents rely on every single day: guaranteed sidewalk snow-clearing, accessible public facilities, reliable transit corridors, and essential neighborhood maintenance.
Nicholas Gollé	Bus rapid transit and transit-priority infrastructure that improves service reliability and connections across Ottawa

Question 22b

Second infrastructure priority

Candidate	Response
Robert Dekker	Accelerated Sewer separation and flood reslilience
Ariel Troster	Priority tree planting in downtown neighbourhoods with low tree equity scores
Dillon Anderson	My second infrastructure priority is expanding and modernizing critical public amenities and community spaces, including the deployment of accessible public toilets and the preservation of neighborhood greenspaces and heritage assets. As our urban core densifies, investing in foundational civic infrastructure like public washrooms in parks and playgrounds, along with protecting valued community spaces like Derby Place, is essential for public health, inclusivity, and maintaining a high quality of life for all residents.
Nicholas Gollé	A connected, protected cycling network, prioritizing missing links

Question 22c

Third infrastructure priority

Candidate	Response
Robert Dekker	Cycling Network
Ariel Troster	Safe cycling infrastructure (when not prevented by the Ford government)
Dillon Anderson	My third infrastructure priority is improving local street safety and traffic-calming measures, particularly around schools, high-density residential zones, and busy commercial main streets like those in Chinatown and Centretown. We need proactive traffic management—such as enhanced pedestrian crossings, reduced speed limits, and better physical separation for active transportation—to ensure our streets are safe for children, seniors, cyclists, and pedestrians alike.
Nicholas Gollé	Flood resilience and stormwater/sewer improvements, prioritized by risk and demonstrated benefit

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Robert Dekker	BRT
Ariel Troster	Ring road
Dillon Anderson	The city should defer or reconsider low-priority, capital-intensive road-widening megaprojects that induce automobile dependency and strain our municipal budget. With pressing deficits in core infrastructure maintenance, sidewalk upkeep, and transit reliability, committing funds to expensive expansions—such as non-essential suburban road widenings—diverts critical tax dollars away from the foundational repairs our neighborhoods need. Every capital dollar must be rigorously prioritized to deliver maximum value and structural safety for Ottawa residents.
Nicholas Gollé	Major construction of the Stage 3 Kanata–Stittsville LRT extension, defer major construction of the extension while prioritizing reliability and improvements to the existing transit network.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Robert Dekker	Transfer of the 174
Ariel Troster	Expansion of the urban boundary
Dillon Anderson	The second major initiative the City should defer is the pursuit of discretionary expansion projects and gold-plated municipal cosmetic upgrades that outpace our basic operating budget. Instead of committing taxpayer funds to non-essential municipal ventures while core maintenance backlogs mount, city hall must maintain strict fiscal discipline—focusing every available dollar exclusively on foundational service delivery, essential asset repairs, and responsible financial management.
Nicholas Gollé	Major construction of the Stage 3 Barrhaven LRT extension, defer major construction of the extension while prioritizing reliability and improvements to the existing transit network.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Robert Dekker	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Public-private partnerships where appropriate
Ariel Troster	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Municipal debt for long-lived infrastructure • Development charges for growth-related infrastructure • Dedicated infrastructure levy • Property tax increases specifically dedicated to infrastructure renewal
Dillon Anderson	• Increased provincial infrastructure funding • Increased federal infrastructure funding • Dedicated infrastructure levy
Nicholas Gollé	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Reallocation from other City programs • Dedicated infrastructure levy • Public-private partnerships where appropriate • Property tax increases specifically dedicated to infrastructure renewal

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Robert Dekker	There is no doubt that Somerset Ward's sidewalks are in terrible condition and are an embarrassment. They are dangerous for pedestrians and residents using mobility devices, once again a reflection of the deterioration of the downtown core. As Councillor, I will work with city staff and the Infrastructure Committee to advocate for a much more robust schedule for sidewalk repairs in Somerset Ward. Sidewalks are as crucial a piece of infrastructure as roads, and I will advocate for this. Poor and decaying infrastructure is a sign of decline, and I will reverse this as Councillor.
Ariel Troster	Public bathroom facilities in Centretown
Dillon Anderson	I personally commit to advancing a comprehensive Somerset Ward Accessibility and Public Realm Renewal Initiative, focusing directly on fixing our sidewalks, improving pedestrian safety, and installing reliable public amenities like accessible washrooms across our parks and commercial hubs. By prioritizing these foundational fixes over costly, low-return megaprojects, we will ensure that every resident—regardless of mobility or age—can navigate, enjoy, and fully participate in life across Centretown, Chinatown, and the rest of Somerset Ward.
Nicholas Gollé	39. I will push for bus-priority infrastructure that makes transit more reliable, focusing on the corridors where delays most affect people's ability to get around.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Robert Dekker	Climate resilience should be considered across the city's budget, rather than treated as a separate line item. As extreme weather events become more frequent, the city will need to invest in infrastructure and climate change preparedness. Each annual budget requires careful review and prioritization. I would listen to Somerset Ward residents and advocate for the investments needed to protect our community from extreme weather.
Ariel Troster	Bargain basement tax increases have left the city with a major infrastructure renewal deficit. I don't want to see community centres and pools at risk or more communities flooded due to delayed sewer repairs. We need to get real about the city's needs and stop prtending that we can delay these costs indefinitely.
Dillon Anderson	Ottawa's infrastructure vision must shift away from expensive, low-return megaprojects and focus relentlessly on the fundamentals. Our top priority must be repairing and modernizing existing core assets—such as aging roads, sidewalks, and water systems—while guaranteeing reliable year-round active mobility and accessibility. We need to invest in vital public realm amenities, like accessible washrooms and neighborhood greenspaces, while exercising strict fiscal discipline. By deferring discretionary expansions and prioritizing practical, community-centered maintenance, we can build a fiscally responsible, resilient, and truly accessible city for every resident.
Nicholas Gollé	I want our infrastructure investments to make sense both for the needs we have today and for the city we are planning to become. That means considering when work is needed and the consequences of waiting, rather than delaying a repair until it becomes a more expensive problem. For transportation, it means building a connected network where walking, cycling, buses, rail and roads work together. Those investments need to align with where we are adding housing and increasing density, so people have practical ways to get around as their neighbourhoods grow. We should be clear about what each investment is meant to accomplish, over what timeframe, and how it fits into Ottawa's longer-term plans.

Ward 15 – Kitchissippi

Candidate participation

Candidate	Survey status
Joanne Chianello	**No submission received**
Subhir Uppal	**No submission received**
Brian Innes	**No submission received**
Xavier Commerford	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.

Ward 16 – River

Candidate participation

Candidate	Survey status
Riley Brockington	**Submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Riley Brockington	1. Public transit — buses and Bus Rapid Transit 2. Flood prevention, stormwater and sewer infrastructure 3. Renewal of existing roads and bridges 4. Pedestrian infrastructure and sidewalks 5. Public transit — rail 6. Cycling infrastructure 7. New or expanded roads 8. Truck and goods movement infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Riley Brockington	1. Transit — bus / BRT 2. Pedestrian 3. Vehicular / road infrastructure 4. Transit — rail 5. Cycling 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Riley Brockington	Reliable, stable and affordable public transit. Commence the Baseline Road bus corridor. Greater focus on sidewalk renewal.

Question 3

Which statement comes closest to your position?

Candidate	Response
Riley Brockington	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Riley Brockington	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Riley Brockington	Arterial roads

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Riley Brockington	Strongly support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Riley Brockington	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Riley Brockington	• Residential flood-protection programs, including backwater valves and sump systems • Accelerated combined sewer separation • Larger or upgraded storm sewers in flood-prone areas

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Riley Brockington	Low priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Riley Brockington	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Riley Brockington	Support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Riley Brockington	• An acceptable Ottawa alignment • Appropriate federal and provincial funding • Further technical, financial or public consultation work

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Riley Brockington	Highest priority — advance immediately

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Riley Brockington	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Riley Brockington	Bus service inconsistency is the noose around our necks, we must ensure the local bus routes that shuttle passengers from their home neighbourhood to the LRT or Transitway station is on time, consistently, and frequent. Public transit will never grow in Ottawa without addressing this once and for all.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Riley Brockington	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Riley Brockington	Strongly support

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Riley Brockington	• Advocate for capacity or operational improvements at major bottlenecks • Advocate for accelerated rehabilitation of aging pavement, bridges and structures

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Riley Brockington	No, do not initiate a study during the next term

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Riley Brockington	No answer provided.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Riley Brockington	Support subject to conditions

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Riley Brockington	• A ban on heavy truck traffic through downtown Ottawa • Improved regional movement of people and goods

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Riley Brockington	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Riley Brockington	• Connections to schools, recreation facilities and community destinations • Completing missing links in the existing cycling network

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Riley Brockington	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Riley Brockington	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Baseline BRT • Sidewalk and pedestrian network investment • Kettle Island interprovincial bridge and associated transportation infrastructure

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Riley Brockington	Water infrastructure renewal and analysis of current capacity

Question 22b

Second infrastructure priority

Candidate	Response
Riley Brockington	(Existing) Road renewal

Question 22c

Third infrastructure priority

Candidate	Response
Riley Brockington	Baseline Rapid Bus Corridor

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Riley Brockington	Tewin

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Riley Brockington	No answer provided.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Riley Brockington	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Reallocation from other City programs • Dedicated infrastructure levy • Public-private partnerships where appropriate

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Riley Brockington	Better maintain and renew existing assets. While this isn't one specific asset, the slow death of renewal deferral is eroding the quality of our assets and the public sees this everyday.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Riley Brockington	I support increased capital investment, aligned with the strategic priorities of our City. We have an obligation to prioritize public safety, that will not be compromised. The capital renewal and growth deficits are so large, there needs to be considerable progress during the next Term and I support this.

Ward 17 – Capital

Candidate participation

Candidate	Survey status
Farah Gulzar	**Submission received**
Shawn Menard	**Submission received**
Jaac Doduck	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Farah Gulzar	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — buses and Bus Rapid Transit 3. Pedestrian infrastructure and sidewalks 4. Renewal of existing roads and bridges 5. New or expanded roads 6. Cycling infrastructure 7. Public transit — rail 8. Truck and goods movement infrastructure
Shawn Menard	1. Public transit — buses and Bus Rapid Transit 2. Pedestrian infrastructure and sidewalks 3. Renewal of existing roads and bridges 4. Cycling infrastructure 5. Flood prevention, stormwater and sewer infrastructure 6. Public transit — rail 7. Truck and goods movement infrastructure 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Farah Gulzar	1. Transit — bus / BRT 2. Pedestrian 3. Vehicular / road infrastructure 4. Cycling 5. Transit — rail 6. Truck / goods movement
Shawn Menard	1. Transit — bus / BRT 2. Pedestrian 3. Vehicular / road infrastructure 4. Cycling 5. Transit — rail 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Farah Gulzar	Ottawa needs transportation investments that make everyday travel safer, more accessible and reliable. I prioritize reliable bus and BRT service, safe and well-maintained sidewalks and pedestrian infrastructure, and the renewal of existing roads and bridges. Infrastructure investment should also address flood prevention, stormwater and sewer systems to protect communities and reduce long-term costs. I support practical, transparent investments based on community needs, accessibility, safety and value for taxpayers. Ottawa should maintain existing infrastructure while improving transportation options for residents who walk, use transit, cycle or drive
Shawn Menard	Climate change is the greatest threat facing Ottawa, and city council must act accordingly. That means taking bold steps to reduce emissions in Ottawa, and one of the key ways we must do so is by shifting the majority of trips away from cars and towards active and public transit. This includes continuing to advocate for a permanent, city-wide, and publicly-owned bike share for Ottawa. If we aspire to be a thriving, sustainable G7 capital where residents enjoy a great quality of life, we have to prioritize active and public transit infrastructure.

Question 3

Which statement comes closest to your position?

Candidate	Response
Farah Gulzar	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Shawn Menard	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Farah Gulzar	Support
Shawn Menard	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Farah Gulzar	Allocation based principally on road condition and risk
Shawn Menard	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Farah Gulzar	Support
Shawn Menard	Strongly support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Farah Gulzar	Yes
Shawn Menard	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Farah Gulzar	• Larger or upgraded storm sewers in flood-prone areas • Sanitary sewer capacity improvements • Stormwater management ponds and facilities • Residential flood-protection programs, including backwater valves and sump systems
Shawn Menard	• Accelerated combined sewer separation • Larger or upgraded storm sewers in flood-prone areas • Green infrastructure, permeable surfaces and natural stormwater management

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Farah Gulzar	High priority
Shawn Menard	Low priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Farah Gulzar	High priority
Shawn Menard	Low priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Farah Gulzar	Support
Shawn Menard	Strongly support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Farah Gulzar	No answer provided.
Shawn Menard	• An acceptable Ottawa alignment • Other

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Farah Gulzar	High priority
Shawn Menard	Highest priority — advance immediately

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Farah Gulzar	Improving OC Transpo frequency and reliability before major expansion
Shawn Menard	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Farah Gulzar	Ottawa needs reliable, frequent and accessible public transit that residents can depend on every day. I would prioritize improving service frequency and reliability while advancing carefully selected transit expansions where there is demonstrated community need. Investments should provide value for taxpayers, improve connections between neighbourhoods and major destinations, and ensure that seniors, youth, people with disabilities and residents who depend on transit have dependable transportation options.
Shawn Menard	Bus service must be made more affordable for riders. Decreased fares is one important step in the right direction. This past term, I pushed back against the ridiculous fare hikes proposed for older adults and fought to maintain Wednesday and Sunday free service. My office also championed the youth 18-and-under free transit initiative, and it has proven extremely successful in increasing ridership. Measures such as these also improve affordability, foster independence, and help youth get to jobs. The same is true for other transit riders as well. We must also continue to increase bus service and reliability by purchasing new buses, ensuring our existing fleet is well-maintained, and improving scheduling across the system.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Farah Gulzar	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Shawn Menard	Generally oppose additional road capacity

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Farah Gulzar	Support, subject to acceptable financial and operating terms
Shawn Menard	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Farah Gulzar	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions
Shawn Menard	Coordinate provincial construction schedules to reduce simultaneous traffic disruptions;

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Farah Gulzar	Yes, but only jointly with the Province of Ontario and federal government
Shawn Menard	Oppose a new ring road or bypass

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Farah Gulzar	Any proposal for a new ring road or bypass should be carefully studied in partnership with the provincial and federal governments. The study should assess traffic needs, costs, safety, environmental impacts, land use, and alternatives before any decision is made. Ottawa should pursue practical transportation solutions that improve mobility while protecting taxpayers and communities.
Shawn Menard	A ring road would be extremely expensive, would carve up valuable farmland, and would not solve the car congestion in already existing communities. It would induce the exact opposite type of costly travel and was not supported by city staff in the most recent Transportation Master Plan. It is an awful idea.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Farah Gulzar	Support subject to conditions
Shawn Menard	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Farah Gulzar	• Reduced traffic impacts on eastern Ottawa communities • Acceptable environmental and land-use impacts
Shawn Menard	• A ban on heavy truck traffic through downtown Ottawa • Acceptable environmental and land-use impacts

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Farah Gulzar	Increase investment
Shawn Menard	Increase investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Farah Gulzar	• Connections to schools, recreation facilities and community destinations • Protected cycling infrastructure on major corridors
Shawn Menard	• Completing missing links in the existing cycling network • Protected cycling infrastructure on major corridors

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Farah Gulzar	Support
Shawn Menard	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Farah Gulzar	• Road resurfacing and renewal • Bridge and structural renewal • Sidewalk and pedestrian network investment • Cycling network investment
Shawn Menard	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Other BRT and transit priority corridors • Cycling network investment • Sidewalk and pedestrian network investment

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Farah Gulzar	Road resurfacing and renewal
Shawn Menard	Maintain, improve, and renew existing roads, streets, and underground infrastructure

Question 22b

Second infrastructure priority

Candidate	Response
Farah Gulzar	Sidewalk and pedestrian network investment
Shawn Menard	Bus Rapid Transit infrastructure

Question 22c

Third infrastructure priority

Candidate	Response
Farah Gulzar	Accelerated sewer separation and flood resilience
Shawn Menard	Accelerated sewer separation and flood resilience infrastructure, including managing Combined Sewer Overflows and installing green infrastructure wherever possible

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Farah Gulzar	Reconsider major capital projects where costs, timelines and community benefits are not clearly established.
Shawn Menard	Lansdowne 2.0 phase 2 and 3

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Farah Gulzar	“Defer new major spending initiatives until existing infrastructure and service priorities are adequately funded.
Shawn Menard	Tewin

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Farah Gulzar	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Public-private partnerships where appropriate
Shawn Menard	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Dedicated infrastructure levy • Property tax increases specifically dedicated to infrastructure renewal

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Farah Gulzar	A citywide road, sidewalk and crosswalk renewal and accountability program, including a transparent public reporting system for potholes, damaged sidewalks and other infrastructure issues, with clear timelines for repairs.
Shawn Menard	Renewal of park community buildings. Specifically, the Windsor Park Fieldhouse and the new Old Ottawa East Community Centre.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Farah Gulzar	My vision is for an Ottawa where infrastructure is safe, reliable, accessible and properly maintained in every neighbourhood. We need to prioritize repairing roads, sidewalks, crosswalks, bridges and other existing infrastructure while planning responsibly for growth. I support transparent infrastructure planning, clear project timelines and public reporting so residents can see where money is being spent and whether projects are being delivered. Funding should make use of federal and provincial partnerships, growth-related development charges and other appropriate tools, while protecting taxpayers from unnecessary costs. I also want residents to have a simple way to report infrastructure problems and track progress. Ottawa should focus on practical improvements that people experience every day: safer streets, accessible sidewalks, reliable transportation infrastructure and well-maintained public spaces.
Shawn Menard	Ottawa needs to get back to the basics and focus on prioritizing the needs of residents. This means we must rein in wasteful P3s and mega project spending (e.g. Lansdowne 2.0, the LRT, needless urban boundary expansions such as Tewin, etc.) and instead focus on maintaining and improving our existing infrastructure, parks, community centres, pathways, roads, and low cost but effective quality of life improvements. These include affordable and reliable bus service, new and improved community centres, safer streets, more not-for-profit housing, longer library hours, and community climate action to reduce emissions and make our city more resilient to worsening storms, heat, and smoke. We must see this transition in priorities in Ottawa this term of council, or we will continue down a path of austerity, bad debt, and worsening affordability for residents, including our children.

Ward 18 – Alta Vista

Candidate participation

Candidate	Survey status
Tressy El-Hawi	**Submission received**
Marty Carr	**Submission received**
Derek McSweeney	**No submission received**
Muhyadin Omar Barkhat	**No submission received**
Elsa Niyongabo	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Tressy El-Hawi	1. Flood prevention, stormwater and sewer infrastructure 2. Renewal of existing roads and bridges 3. Public transit — rail 4. Public transit — buses and Bus Rapid Transit 5. Pedestrian infrastructure and sidewalks 6. Cycling infrastructure 7. Truck and goods movement infrastructure 8. New or expanded roads
Marty Carr	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — buses and Bus Rapid Transit 3. Renewal of existing roads and bridges 4. Pedestrian infrastructure and sidewalks 5. Cycling infrastructure 6. Public transit — rail 7. Truck and goods movement infrastructure 8. New or expanded roads

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Tressy El-Hawi	1. Transit — bus / BRT 2. Vehicular / road infrastructure 3. Transit — rail 4. Truck / goods movement 5. Cycling 6. Pedestrian
Marty Carr	1. Transit — bus / BRT 2. Vehicular / road infrastructure 3. Cycling 4. Transit — rail 5. Truck / goods movement 6. Pedestrian

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Tressy El-Hawi	Ottawa needs a practical, common-sense approach to transit that tackles daily gridlock while respecting taxpayers. Investing heavily in bus transit and BRT is essential because it offers flexible, reliable coverage for neighborhoods across our city. At the same time, maintaining and upgrading our core road infrastructure is non-negotiable for everyday commuters, local businesses, and emergency services. We have to focus our dollars where they make an immediate difference for families, reducing congestion and making getting around Ottawa safer and more efficient without unnecessary spending.
Marty Carr	Alta Vista is in desperate need of road renewals which benefit all modes of transportation as renewals include dedicated space for cyclists and pedestrians as well as for vehicular traffic

Question 3

Which statement comes closest to your position?

Candidate	Response
Tressy El-Hawi	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Marty Carr	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Tressy El-Hawi	Strongly support
Marty Carr	Strongly support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Tressy El-Hawi	Allocation based principally on road condition and risk
Marty Carr	Local neighbourhood streets

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Tressy El-Hawi	Strongly support
Marty Carr	Support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Tressy El-Hawi	Yes
Marty Carr	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Tressy El-Hawi	• Accelerated combined sewer separation • Larger or upgraded storm sewers in flood-prone areas • Residential flood-protection programs, including backwater valves and sump systems
Marty Carr	• Other • Green infrastructure, permeable surfaces and natural stormwater management • Creek, culvert and drainage improvements

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Tressy El-Hawi	Medium priority
Marty Carr	Low priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Tressy El-Hawi	Medium priority
Marty Carr	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Tressy El-Hawi	Undecided / more study required
Marty Carr	Undecided / more study required

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Tressy El-Hawi	An acceptable Ottawa alignment;
Marty Carr	Other;

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Tressy El-Hawi	Highest priority — advance immediately
Marty Carr	High priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Tressy El-Hawi	Improving OC Transpo frequency and reliability before major expansion
Marty Carr	Bus Rapid Transit projects such as Baseline BRT

Question 12b

Comments on your transit priority

Candidate	Response
Tressy El-Hawi	Fixing the basics must come before chasing costly megaprojects. Right now, thousands of Ottawa residents deal with unreliable bus schedules, long wait times, and frustrating transfers. Pumping money into major rail expansions while our day to day service struggles doesn't make sense for taxpayers or commuters. We need to prioritize improving frequency, reliability, and coverage across our existing transit network first to restore public trust, before expanding into multi billion dollar corridors.
Marty Carr	Baseline brt has to include the entire corridor through to Heron Road, not just to Heron Station

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Tressy El-Hawi	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Marty Carr	Neutral / case by case

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Tressy El-Hawi	Support, subject to acceptable financial and operating terms
Marty Carr	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Tressy El-Hawi	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Advocate for capacity or operational improvements at major bottlenecks
Marty Carr	Maintain the Province's currently planned program;

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Tressy El-Hawi	Yes, but only jointly with the Province of Ontario and federal government
Marty Carr	Perhaps — further information is required

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Tressy El-Hawi	Heavy truck traffic and regional congestion are hurting our local roads, but Ottawa cannot carry the load alone. Looking into a ring road or bypass only makes sense if it's a true collaborative effort driven by joint funding and leadership from the provincial and federal governments. Taxpayers can't be left holding the bag for a multi-jurisdictional highway project. We need smart, shared regional planning that protects our municipal budget while genuinely tackling long-term commercial bottlenecks
Marty Carr	Should be a provincial responsibility

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Tressy El-Hawi	Support subject to conditions
Marty Carr	Support subject to conditions

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Tressy El-Hawi	• Acceptable City financial contribution and senior-government cost sharing • A ban on heavy truck traffic through downtown Ottawa
Marty Carr	• A ban on heavy truck traffic through downtown Ottawa • Acceptable environmental and land-use impacts

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Tressy El-Hawi	Maintain approximately current investment
Marty Carr	Maintain approximately current investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Tressy El-Hawi	• Completing missing links in the existing cycling network • Maintenance and renewal of existing cycling infrastructure before expansion
Marty Carr	• Completing missing links in the existing cycling network • Protected cycling infrastructure on major corridors

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Tressy El-Hawi	Strongly support
Marty Carr	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Tressy El-Hawi	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Bridge and structural renewal • Baseline BRT • Transfer of Ottawa Road 174 to the Ontario Ministry of Transportation
Marty Carr	• Sidewalk and pedestrian network investment • Baseline BRT • Other BRT and transit priority corridors • Road resurfacing and renewal • Accelerated sewer separation and flood resilience infrastructure

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Tressy El-Hawi	Accelerated sewer separation and flood resilience infrastructure
Marty Carr	Extension of valley drive sewer infrastructure project

Question 22b

Second infrastructure priority

Candidate	Response
Tressy El-Hawi	Road resurfacing, renewal, and bridge maintenance
Marty Carr	Interim repaving of Alta vista drive

Question 22c

Third infrastructure priority

Candidate	Response
Tressy El-Hawi	Baseline BRT and existing transit reliability improvements
Marty Carr	Recreational improvements

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Tressy El-Hawi	Stage 3 LRT extensions (Kanata-Stittsville and Barrhaven)
Marty Carr	Barrhaven Civic Centre

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Tressy El-Hawi	Gatineau-Ottawa tram connection and expensive new interprovincial megaprojects without guaranteed federal, provincial funding
Marty Carr	No answer provided.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Tressy El-Hawi	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Public-private partnerships where appropriate
Marty Carr	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Municipal debt for long-lived infrastructure • Development charges for growth-related infrastructure

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Tressy El-Hawi	Accelerating local sewer separation and flood resilience infrastructure to protect Ottawa homes and basements from water damage before spending money on new builds.
Marty Carr	While I would love to say it is community centres and playground renewals, the state of Alta Vista Drive and Heron road force me to support these road renewals.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Tressy El-Hawi	Ottawa needs a pragmatic, "fix-it-first" approach to municipal infrastructure. We must stop chasing unfunded megaprojects and instead prioritize what matters most to everyday residents: maintaining our existing roads, upgrading aging sewer and flood protection systems, and improving the reliability of our day-to-day transit. Growth must pay for growth through fair development charges, and large regional projects like interprovincial crossings require true financial cost-sharing from provincial and federal partners. By putting taxpayers first, managing our budget wisely, and focusing on core municipal responsibilities, we can build a stronger, safer city for everyone.
Marty Carr	Greater equity in infrastructure funding. Wards that were formed in the 1960s pay 1.5 million for a splash pad out of councillor CIL funds while suburbs pay a third of this as their parks have water and electricity connections. Wealthy communities access the major /minor capital grant program to beautify gardens and school yards while equity seeking communities with no capacity to fundraise go without. Newer suburbs receive the bulk of DC funding as it is “growth “. We need greater equity in funding so communities are not left behind. My vision is therefore based on equity in infrastructure.

Ward 19 – Orléans South-Navan

Candidate participation

Candidate	Survey status
Jason Wing	**No submission received**
Catherine Kitts	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.

Ward 20 – Osgoode

Candidate participation

Candidate	Survey status
Isabelle Skalski	**No submission received**
Bruce Anthony Faulkner	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.

Ward 21 – Rideau-Jock

Candidate participation

Candidate	Survey status
David Brown	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.

Ward 22 – Riverside South-Findlay Creek

Candidate participation

Candidate	Survey status
Muyiwa Ojo	**Submission received**
Steve Desroches	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Muyiwa Ojo	1. Flood prevention, stormwater and sewer infrastructure 2. Public transit — buses and Bus Rapid Transit 3. Public transit — rail 4. Pedestrian infrastructure and sidewalks 5. Renewal of existing roads and bridges 6. New or expanded roads 7. Cycling infrastructure 8. Truck and goods movement infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Muyiwa Ojo	1. Transit — bus / BRT 2. Transit — rail 3. Vehicular / road infrastructure 4. Cycling 5. Pedestrian 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Muyiwa Ojo	No answer provided.

Question 3

Which statement comes closest to your position?

Candidate	Response
Muyiwa Ojo	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Muyiwa Ojo	Support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Muyiwa Ojo	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Muyiwa Ojo	Support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Muyiwa Ojo	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Muyiwa Ojo	• Larger or upgraded storm sewers in flood-prone areas • Stormwater management ponds and facilities • Residential flood-protection programs, including backwater valves and sump systems

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Muyiwa Ojo	Medium priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Muyiwa Ojo	Medium priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Muyiwa Ojo	Undecided / more study required

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Muyiwa Ojo	No answer provided.

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Muyiwa Ojo	Medium priority

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Muyiwa Ojo	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Muyiwa Ojo	No answer provided.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Muyiwa Ojo	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Muyiwa Ojo	Undecided / more information required

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Muyiwa Ojo	• Advocate for capacity or operational improvements at major bottlenecks • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Muyiwa Ojo	Perhaps — further information is required

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Muyiwa Ojo	No answer provided.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Muyiwa Ojo	Undecided / more study required

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Muyiwa Ojo	• Improved regional movement of people and goods • Acceptable environmental and land-use impacts

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Muyiwa Ojo	Reconsider investment after further review

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Muyiwa Ojo	• Suburban cycling networks • Connections to LRT and major transit stations • Connections to schools, recreation facilities and community destinations

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Muyiwa Ojo	Support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Muyiwa Ojo	• Accelerated sewer separation and flood resilience infrastructure • Other BRT and transit priority corridors • Bridge and structural renewal • Road resurfacing and renewal

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Muyiwa Ojo	Infrastructure

Question 22b

Second infrastructure priority

Candidate	Response
Muyiwa Ojo	Transit

Question 22c

Third infrastructure priority

Candidate	Response
Muyiwa Ojo	Better Roads

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Muyiwa Ojo	Flood prevention initiatives

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Muyiwa Ojo	No answer provided.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Muyiwa Ojo	Other;

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Muyiwa Ojo	Bank Street is a critical connection for Riverside South and Findlay Creek, and its infrastructure must serve everyone who relies on it—drivers, transit users, cyclists and pedestrians. I would work to ensure the project stays on schedule, that construction impacts are properly managed, and that the corridor delivers safer intersections, better active transportation connections and more reliable movement through our growing community. My broader goal would be to make sure transportation planning in Ward 22 stays ahead of growth rather than continually reacting to it.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Muyiwa Ojo	Ottawa needs to plan beyond individual projects and look at the complete infrastructure network: roads, transit, sidewalks, cycling and pedestrian connections, water and sewer systems, parks, recreation facilities and community services. For growing communities like Riverside South and Findlay Creek, that means coordinating infrastructure investment with development so residents are not left waiting for the roads, transportation options and services they need. It also means maintaining the infrastructure we already have, investing responsibly in new capacity, and designing streets and public spaces that are safe, accessible and connected. My approach would be practical: listen to residents, identify gaps early, prioritize projects based on need and growth, pursue available funding partnerships, and report back regularly on progress. Growth should be planned for—and infrastructure should keep pace with it.

Ward 23 – Kanata South

Candidate participation

Candidate	Survey status
Erin Coffin	**Submission received**
Allan Hubley	**No submission received**
Megan Strazds-Esenbergs	**No submission received**
Sam Bhalesar	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

Question 1

Regardless of which government would ultimately fund or deliver the investment, rank your infrastructure investment priorities for Ottawa.

Candidate	Response
Erin Coffin	1. Public transit — buses and Bus Rapid Transit 2. Renewal of existing roads and bridges 3. Flood prevention, stormwater and sewer infrastructure 4. New or expanded roads 5. Pedestrian infrastructure and sidewalks 6. Public transit — rail 7. Truck and goods movement infrastructure 8. Cycling infrastructure

Question 2a

Rank the transportation modes you believe should receive additional public investment in Ottawa.

Candidate	Response
Erin Coffin	1. Transit — bus / BRT 2. Pedestrian 3. Vehicular / road infrastructure 4. Transit — rail 5. Cycling 6. Truck / goods movement

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Erin Coffin	Kanata South residents need transportation that works for them, whether they drive, take the bus, walk or cycle. I want more reliable and frequent bus service, better connections to the O-Train and employment areas, and safer sidewalks and cycling routes. We also need to maintain our roads and bridges, address traffic bottlenecks and keep planning for future rail. As councillor, I would work with residents, City staff and OC Transpo to identify what needs fixing and make sure investments deliver real improvements. Residents deserve transportation they can count on and results they can see.

Question 3

Which statement comes closest to your position?

Candidate	Response
Erin Coffin	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.

Question 4a

Would you support increasing Ottawa's road resurfacing and road renewal budget during the next term of Council?

Candidate	Response
Erin Coffin	Strongly support

Question 4b

If additional road-renewal funding is available, where should it principally be directed?

Candidate	Response
Erin Coffin	Collector roads

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Erin Coffin	Strongly support

Question 6

Would you support establishing flood resilience and stormwater infrastructure as one of Ottawa's top three capital priorities for the next term of Council?

Candidate	Response
Erin Coffin	Yes

Question 7

Please identify your highest priorities for additional flood resilience investment. Select three.

Candidate	Response
Erin Coffin	• Larger or upgraded storm sewers in flood-prone areas • Creek, culvert and drainage improvements • Green infrastructure, permeable surfaces and natural stormwater management

Question 8

What priority would you assign to the western Stage 3 LRT extension toward Kanata and Stittsville?

Candidate	Response
Erin Coffin	High priority

Question 9

What priority would you assign to the planned LRT extension from Baseline Station to Barrhaven Town Centre?

Candidate	Response
Erin Coffin	High priority

Question 10a

Do you support the proposed STO Gatineau–Ottawa tram extending from western Gatineau into downtown Ottawa?

Candidate	Response
Erin Coffin	Strongly support

Question 10b

If you support the tram, which conditions would be important?

Candidate	Response
Erin Coffin	• An acceptable Ottawa alignment • Appropriate federal and provincial funding • An acceptable City of Ottawa financial contribution • Further technical, financial or public consultation work

Question 11

What priority would you assign to the Baseline BRT corridor connecting major destinations and the rapid transit network across the Baseline–Heron corridor?

Candidate	Response
Erin Coffin	Highest priority — advance immediately

Question 12a

If Ottawa receives significant new public transit funding but cannot advance every need at the same time, which approach should receive priority?

Candidate	Response
Erin Coffin	Improving OC Transpo frequency and reliability before major expansion

Question 12b

Comments on your transit priority

Candidate	Response
Erin Coffin	In Kanata South, I hear the same thing again and again: people need a bus they can count on. Before we build the next major project, we need to make the service we already have more frequent, reliable and easier to use. That does not mean putting future LRT on hold. We should keep Stage 3 moving through planning and funding discussions while investing now in buses, BRT and practical improvements that help people get to work, school and appointments. Every expansion should come with a realistic plan to operate it reliably and affordably.

Question 13

Where Council is considering new roads, road extensions or added road capacity, what approach comes closest to your position?

Candidate	Response
Erin Coffin	Support selectively, after considering costs, safety, land use, environmental effects and alternatives

Question 14

Should Ottawa support transferring ownership and responsibility for Ottawa Road 174 to the Ontario Ministry of Transportation?

Candidate	Response
Erin Coffin	Support, subject to acceptable financial and operating terms

Question 15

What should Ottawa's position be on Highway 417 investment during the next term? Select up to two.

Candidate	Response
Erin Coffin	• Advocate for accelerated rehabilitation of aging pavement, bridges and structures • Prioritize interchange improvements connecting Highway 417 to City roads

Question 16a

Should Ottawa study the feasibility of a new outer ring road or highway-style bypass?

Candidate	Response
Erin Coffin	Yes, but only jointly with the Province of Ontario and federal government

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Erin Coffin	I’m open to looking at the idea, but Ottawa should not pay for or study a project of this scale on its own. Any study must involve the provincial and federal governments and answer some basic questions: Would a bypass actually take trucks and through-traffic off our roads? Would it reduce congestion and improve safety? What would it cost, what land would it affect, and is it better value than fixing the roads and transit we already have? A study is not a commitment to build—it is a way to get honest answers before spending public money.

Question 17

Do you support construction of a new interprovincial bridge at Kettle Island?

Candidate	Response
Erin Coffin	Support subject to conditions

Question 18

If Ottawa considers supporting a new interprovincial crossing, which outcomes, if any, should the City require or evaluate? Select up to two.

Candidate	Response
Erin Coffin	• A ban on heavy truck traffic through downtown Ottawa • Reduced traffic impacts on eastern Ottawa communities

Question 19a

What overall investment direction should Ottawa take for cycling infrastructure during the next term?

Candidate	Response
Erin Coffin	Maintain approximately current investment

Question 19b

If Ottawa maintains or increases cycling investment, which network priorities should it emphasize? Choose up to two.

Candidate	Response
Erin Coffin	• Completing missing links in the existing cycling network • Connections to schools, recreation facilities and community destinations • Connections to LRT and major transit stations

Question 20

Would you support increasing Ottawa's investment in sidewalks, pedestrian crossings and connections to transit during the next term of Council?

Candidate	Response
Erin Coffin	Strongly support

Question 21

Select only five initiatives that should receive the greatest attention during the next term of Council.

Candidate	Response
Erin Coffin	• Stage 3 LRT — Kanata–Stittsville • Other BRT and transit priority corridors • Accelerated Highway 417 rehabilitation and interchange improvements • Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Erin Coffin	Reliable, frequent bus service and BRT/transit priority improvements.

Question 22b

Second infrastructure priority

Candidate	Response
Erin Coffin	Renew existing roads, bridges, sewers and stormwater infrastucture

Question 22c

Third infrastructure priority

Candidate	Response
Erin Coffin	Safe accessible sidewalks, pedistrian crossings and connections to transit.

Question 23a

First major initiative Ottawa should defer, reconsider or not pursue during the next term

Candidate	Response
Erin Coffin	Any city-funded commitment to Stage 3 LRT construction before Stage 2 is operational, senior government capital funding is secured and long-term operating costs are known.

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Erin Coffin	A city-funded ring-road or regional bypass study without provincial and federal participation.

Question 24

Which funding approaches would you consider to address Ottawa's infrastructure requirements? Select all that apply.

Candidate	Response
Erin Coffin	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Municipal debt for long-lived infrastructure • Reallocation from other City programs

Question 25

What is the single infrastructure project or issue that you personally commit to advancing if elected?

Candidate	Response
Erin Coffin	I will personally work to make bus service reliable again, starting in Kanata South. A bus that is scheduled should show up. That means frequent service, practical transit-priority improvements on our busiest corridors and public performance standards residents can actually see.

Question 26

In no more than 150 words, describe your overall infrastructure vision for Ottawa.

Candidate	Response
Erin Coffin	Ottawa needs infrastructure that works in people's daily lives—not just plans that look good on paper. We need to maintain what we already own, restore reliable and frequent bus service, and make practical improvements to roads, bridges, sidewalks, sewers and stormwater systems. Growth must arrive with the infrastructure it requires, and growth should help pay for it. Major expansions, including Stage 3 LRT, need clear evidence, senior-government funding and an affordable operating plan before Ottawa commits. I will push for safe pedestrian connections, targeted congestion relief and infrastructure that can withstand severe weather. Residents should be able to see what is planned, what is funded, what is delayed and what results their money is delivering.

Ward 24 – Barrhaven East

Candidate participation

Candidate	Survey status
Wilson Lo	**No submission received**
Zahy A Adam	**No submission received**
Jules Ruhinda	**No submission received**
Yoosaf Melparamba	**No submission received**
Ahmed Alsabaawi	**No submission received**

Question-by-question tables below include candidates from whom FCA received a submission. Candidates without a submission are identified in the participation table above.

No completed survey submissions were received from candidates in this ward.