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

Mayoral Candidate Responses

About this report

The Federation of Citizens' Associations of Ottawa distributed this survey to all certified candidates for Mayor and City Council. Candidates had more than one week to respond. Responses are reproduced as submitted and organized question by question. FCA has not analyzed, scored, ranked, endorsed or fact-checked candidate responses.

- Candidates are listed alphabetically by surname. Wards are presented in numerical order.
- "No submission received" means FCA did not receive a completed survey from that candidate in the response file.
- "No answer provided" means a candidate submitted the survey but left that response field blank.
- Where a candidate submitted more than once, the latest completed submission is presented.

Certified candidates for Mayor

Candidate	Survey status
Queen Divine Priya Amber Bakshi	No submission received
Zed Chebib	No submission received
Bernard Couchman	No submission received
Suraj Harish	Submission received
Alex Lawson	Submission received
Jeff Leiper	Submission received
Geoff Nicholas	No submission received
Josh Rachlis	No submission received
Neil Saravanamuttoo	No submission received
Ali Shayvard	Submission received
Jacob Solomon	No submission received
Mark Sutcliffe	Submission received
Amjad Ali Syed	No submission received
Peter Westaway	Submission received

Question 1

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

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

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

Question 2a

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

Candidate	Response
Suraj Harish	1. Vehicular / road infrastructure 2. Transit — bus / BRT 3. Transit — rail 4. Truck / goods movement 5. Cycling 6. Pedestrian
Alex Lawson	1. Vehicular / road infrastructure 2. Transit — bus / BRT 3. Truck / goods movement 4. Transit — rail 5. Pedestrian 6. Cycling
Jeff Leiper	1. Transit — bus / BRT 2. Transit — rail 3. Vehicular / road infrastructure 4. Pedestrian 5. Cycling 6. Truck / goods movement
Ali Shayvard	1. Transit — bus / BRT 2. Vehicular / road infrastructure 3. Transit — rail 4. Cycling 5. Pedestrian 6. Truck / goods movement
Mark Sutcliffe	1. Transit — bus / BRT 2. Vehicular / road infrastructure 3. Transit — rail 4. Truck / goods movement 5. Pedestrian 6. Cycling
Peter Westaway	1. Vehicular / road infrastructure 2. Transit — bus / BRT

Candidate	Response
	3. Truck / goods movement 4. Cycling 5. Pedestrian 6. Transit — rail

Question 2b

Comments on your transportation priorities (maximum 100 words)

Candidate	Response
Suraj Harish	it all depend on the type of work one is doing. If you need car during the working hour then Car But if you stay in office then BRT and Bike
Alex Lawson	Visit votealex.ca to see my full transit policy (and commitments on other policy areas).
Jeff Leiper	My transportation priority is giving Ottawa residents reliable, practical choices for getting around. That starts with rebuilding public transit by restoring bus service and LRT frequency and improving reliability. We also need to fix and maintain the roads, sidewalks and transportation infrastructure we already own, while building safer, better-connected walking and cycling networks. As Ottawa grows, we cannot accommodate every new trip with more cars on our roads. Better transit and active transportation will give people more options, reduce congestion for those who need to drive, and help build a transportation system that works for everyone.
Ali Shayvard	My top transportation priority is fixing OC Transpo and restoring reliable, affordable service. That means realistic schedules, better route planning, proactive maintenance, stronger collaboration with frontline workers, and bringing back express and more direct bus service where needed. I support a $90 adult monthly pass and better Para Transpo service. I also want stronger rural connections and safer, more accessible transit for everyone. Before rushing into major new expansions, we need to make sure the system we already have works properly. Ottawa needs transit people can actually rely on every day.
Mark Sutcliffe	Ottawa needs a balanced transportation system that invests in all forms of transportation. We need to continue repairing and renewing roads and bridges, while making major investments in public transit. My plan is to complete the LRT upload and get started on Stage 3 LRT to Kanata, Stittsville and Barrhaven, while advancing major BRT and continuous bus-lane projects. We also need to keep improving bus reliability and investing in roads, sidewalks and other infrastructure so Ottawa can grow while remaining connected and affordable.
Peter Westaway	Being in the bicycle industry I wish bikes outnumbered cars on the road. But that is unrealistic. We must focus on buses over light rail. Increase bicycle infrastructure but affordably and sensibly.

Question 3

Which statement comes closest to your position?

Candidate	Response
Suraj Harish	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Alex Lawson	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Jeff Leiper	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Ali Shayvard	Primarily renewal — Ottawa should prioritize repairing existing infrastructure before undertaking significant new expansion.
Mark Sutcliffe	Renewal and selected expansion — Ottawa should substantially increase renewal spending while advancing selected expansion projects.
Peter Westaway	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
Suraj Harish	Strongly support
Alex Lawson	Support
Jeff Leiper	Support
Ali Shayvard	Support
Mark Sutcliffe	Strongly support
Peter Westaway	Maintain approximately current planned investment

Question 4b

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

Candidate	Response
Suraj Harish	Arterial roads
Alex Lawson	Allocation based principally on road condition and risk
Jeff Leiper	Arterial roads
Ali Shayvard	Allocation based principally on road condition and risk
Mark Sutcliffe	Allocation based principally on road condition and risk
Peter Westaway	Allocation based principally on road condition and risk

Question 5

Should Ottawa accelerate the separation of remaining combined sewers?

Candidate	Response
Suraj Harish	Strongly support
Alex Lawson	Support
Jeff Leiper	Strongly support
Ali Shayvard	Support
Mark Sutcliffe	Maintain the existing program and schedule
Peter Westaway	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
Suraj Harish	Yes
Alex Lawson	Yes
Jeff Leiper	Yes
Ali Shayvard	Yes
Mark Sutcliffe	Yes
Peter Westaway	Yes

Question 7

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

Candidate	Response
Suraj Harish	Accelerated combined sewer separation;
Alex Lawson	• Residential flood-protection programs, including backwater valves and sump systems • Larger or upgraded storm sewers in flood-prone areas • Protection of critical municipal infrastructure and pumping stations
Jeff Leiper	• Accelerated combined sewer separation • Larger or upgraded storm sewers in flood-prone areas • Residential flood-protection programs, including backwater valves and sump systems
Ali Shayvard	• Residential flood-protection programs, including backwater valves and sump systems • Protection of critical municipal infrastructure and pumping stations • Green infrastructure, permeable surfaces and natural stormwater management
Mark Sutcliffe	• Residential flood-protection programs, including backwater valves and sump systems • Creek, culvert and drainage improvements • Larger or upgraded storm sewers in flood-prone areas
Peter Westaway	• Green infrastructure, permeable surfaces and natural stormwater management • Larger or upgraded storm sewers in flood-prone areas • 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
Suraj Harish	Medium priority
Alex Lawson	High priority
Jeff Leiper	Medium priority
Ali Shayvard	Medium priority
Mark Sutcliffe	Highest priority — advance immediately
Peter Westaway	Low priority

Question 9

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

Candidate	Response
Suraj Harish	Medium priority
Alex Lawson	High priority
Jeff Leiper	Medium priority
Ali Shayvard	Highest priority — advance immediately
Mark Sutcliffe	Highest priority — advance immediately
Peter Westaway	Low priority

Question 10a

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

Candidate	Response
Suraj Harish	Strongly support
Alex Lawson	Undecided / more study required
Jeff Leiper	Support
Ali Shayvard	Undecided / more study required
Mark Sutcliffe	Support
Peter Westaway	Undecided / more study required

Question 10b

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

Candidate	Response
Suraj Harish	Appropriate federal and provincial funding;
Alex Lawson	No answer provided.
Jeff Leiper	Further technical, financial or public consultation work;
Ali Shayvard	No answer provided.
Mark Sutcliffe	• An acceptable Ottawa alignment • Appropriate federal and provincial funding
Peter Westaway	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
Suraj Harish	Highest priority — advance immediately
Alex Lawson	Unsure
Jeff Leiper	High priority
Ali Shayvard	Highest priority — advance immediately
Mark Sutcliffe	Highest priority — advance immediately
Peter Westaway	Low 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
Suraj Harish	Improving OC Transpo frequency and reliability before major expansion
Alex Lawson	Improving OC Transpo frequency and reliability before major expansion
Jeff Leiper	Bus Rapid Transit projects such as Baseline BRT
Ali Shayvard	Improving OC Transpo frequency and reliability before major expansion
Mark Sutcliffe	Stage 3 LRT expansion
Peter Westaway	No preference — pursue the strongest available partnership or funding opportunity

Question 12b

Comments on your transit priority

Candidate	Response
Suraj Harish	I would like city spend more money on BRT to make it reliable and affordable.. Because public servant and students.
Alex Lawson	No answer provided.
Jeff Leiper	My first transit priority is simple: make the system reliable again. Ottawa residents need to know that their bus or train will show up and get them where they need to go. I would reverse the recent cuts to bus service and LRT frequency, invest in renewing our bus fleet, and expand bus-priority measures that make service faster and more reliable. We also need to move forward with projects like Baseline BRT. Rebuilding ridership starts with rebuilding trust, and that means providing frequent, reliable service that people can confidently build their lives around.
Ali Shayvard	My transit priority is simple: make OC Transpo reliable, affordable and useful again. I want realistic schedules, better route planning, proactive maintenance, stronger collaboration with frontline workers, improved Para Transpo, and more direct and express service where residents need it most. I support a $90 adult monthly pass and better connections for suburban and rural communities. Before spending billions on new expansion, we need to make sure the system we already have works properly. Public transit should be something people can confidently depend on every day. From the People. For the People.
Mark Sutcliffe	Ottawa needs to build on the progress we have made while continuing to expand and improve the system. My priority is to complete the $4 billion provincial LRT upload and reinvest that funding into new rapid transit. That includes getting started on Stage 3 LRT to Kanata, Stittsville and Barrhaven and advancing major BRT and continuous bus-lane projects. At the same time, we need to keep improving bus reliability and service so residents have a system that is reliable, affordable and accessible.
Peter Westaway	I was against LRT from the start. We should work towards making our bus system the best in North America as it was many years ago.

Question 13

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

Candidate	Response
Suraj Harish	Strongly support adding capacity where appropriate
Alex Lawson	Strongly support adding capacity where appropriate
Jeff Leiper	Support selectively, after considering costs, safety, land use, environmental effects and alternatives
Ali Shayvard	Neutral / case by case
Mark Sutcliffe	Strongly support adding capacity where appropriate
Peter Westaway	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
Suraj Harish	Undecided / more information required
Alex Lawson	Support, subject to acceptable financial and operating terms
Jeff Leiper	Support, subject to acceptable financial and operating terms
Ali Shayvard	Support, subject to acceptable financial and operating terms
Mark Sutcliffe	Strongly support
Peter Westaway	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
Suraj Harish	Advocate for accelerated rehabilitation of aging pavement, bridges and structures;
Alex Lawson	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Maintain the Province's currently planned program • Advocate for capacity or operational improvements at major bottlenecks
Jeff Leiper	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for capacity or operational improvements at major bottlenecks
Ali Shayvard	• Coordinate provincial construction schedules to reduce simultaneous traffic disruptions • Advocate for accelerated rehabilitation of aging pavement, bridges and structures
Mark Sutcliffe	• Advocate for capacity or operational improvements at major bottlenecks • Coordinate provincial construction schedules to reduce simultaneous traffic disruptions
Peter Westaway	• Maintain the Province's currently planned program • 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
Suraj Harish	Yes, but only jointly with the Province of Ontario and federal government
Alex Lawson	Yes, initiate a feasibility study during the next term
Jeff Leiper	No, do not initiate a study during the next term
Ali Shayvard	Perhaps — further information is required
Mark Sutcliffe	Yes, but only jointly with the Province of Ontario and federal government
Peter Westaway	Oppose a new ring road or bypass

Question 16b

Ring road / bypass comment (maximum 100 words)

Candidate	Response
Suraj Harish	Ring Road study was done by the Regional Municipality of Ottawa Carleton (RMOC) in early 90. They set aside corridor for ring road but when the Hunt club construction was started they scarp the cooridor. ,
Alex Lawson	We can't responsibility talk abut relieving congestion in the city of Ottawa without the ring road being part of the conversation.
Jeff Leiper	No answer provided.
Ali Shayvard	I support exploring a ring road or bypass, but it must be planned properly, built to a high standard, and supported by a clear business case. Ottawa should not carry the full cost alone. As mayor, I would work with both the provincial and federal governments to determine what funding they can contribute. This is especially important if Ottawa succeeds in attracting more manufacturing and industrial jobs, including automotive production, which would increase commercial transportation needs. A well-planned bypass could support goods movement, reduce pressure on existing roads, and strengthen Ottawa's long-term economic infrastructure.
Mark Sutcliffe	Ottawa needs to keep working with the Province to advance a ring road that can remove truck traffic from Manotick and surrounding communities, reduce congestion on Highway 417 and reduce truck traffic in the downtown core. I have already started advancing this discussion with the Province, and if re-elected I will continue working with provincial and federal partners to move the project forward. Any major infrastructure project must be planned responsibly and in coordination with the other governments whose participation and investment would be required.
Peter Westaway	I don't trust our government to do such a project in an affordable and practical way. Hunt Club is the only ring road we need.

Question 17

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

Candidate	Response
Suraj Harish	Undecided / more study required
Alex Lawson	Strongly support
Jeff Leiper	Undecided / more study required
Ali Shayvard	Undecided / more study required
Mark Sutcliffe	Undecided / more study required
Peter Westaway	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
Suraj Harish	• A ban on heavy truck traffic through downtown Ottawa • Acceptable environmental and land-use impacts
Alex Lawson	• A ban on heavy truck traffic through downtown Ottawa • Reduced traffic impacts on eastern Ottawa communities
Jeff Leiper	• Reduced traffic impacts on eastern Ottawa communities • Acceptable City financial contribution and senior-government cost sharing
Ali Shayvard	• Improved regional movement of people and goods • Reduced traffic impacts on eastern Ottawa communities
Mark Sutcliffe	• Reduced traffic impacts on eastern Ottawa communities • Improved regional movement of people and goods
Peter Westaway	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
Suraj Harish	Maintain approximately current investment
Alex Lawson	Maintain approximately current investment
Jeff Leiper	Maintain approximately current investment
Ali Shayvard	Maintain approximately current investment
Mark Sutcliffe	Increase investment
Peter Westaway	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
Suraj Harish	• Connections to schools, recreation facilities and community destinations • Completing missing links in the existing cycling network
Alex Lawson	• Completing missing links in the existing cycling network • Connections to schools, recreation facilities and community destinations
Jeff Leiper	• Completing missing links in the existing cycling network • Connections to schools, recreation facilities and community destinations
Ali Shayvard	• Completing missing links in the existing cycling network • Maintenance and renewal of existing cycling infrastructure before expansion
Mark Sutcliffe	• Completing missing links in the existing cycling network • Connections to schools, recreation facilities and community destinations
Peter Westaway	• 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
Suraj Harish	Support
Alex Lawson	Support
Jeff Leiper	Strongly support
Ali Shayvard	Maintain approximately current planned investment levels
Mark Sutcliffe	Strongly support
Peter Westaway	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
Suraj Harish	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Bridge and structural renewal • Stage 3 LRT — Kanata–Stittsville • Baseline BRT
Alex Lawson	• Accelerated sewer separation and flood resilience infrastructure • Study of an Ottawa ring road or regional bypass • Road resurfacing and renewal • Kettle Island interprovincial bridge and associated transportation infrastructure • Rural road and bridge infrastructure
Jeff Leiper	• Baseline BRT • Accelerated sewer separation and flood resilience infrastructure • Other BRT and transit priority corridors
Ali Shayvard	• Accelerated sewer separation and flood resilience infrastructure • Bridge and structural renewal • Road resurfacing and renewal • Other BRT and transit priority corridors • Rural road and bridge infrastructure
Mark Sutcliffe	• Road resurfacing and renewal • Stage 3 LRT — Kanata–Stittsville • Stage 3 LRT — Barrhaven • Accelerated sewer separation and flood resilience infrastructure • Rural road and bridge infrastructure
Peter Westaway	• Accelerated sewer separation and flood resilience infrastructure • Road resurfacing and renewal • Bridge and structural renewal • Kettle Island interprovincial bridge and associated transportation infrastructure • Cycling network investment

Question 22a

First infrastructure priority for the 2026–2030 term

Candidate	Response
Suraj Harish	Built reliable and affordable BRT
Alex Lawson	Flood resilience infrastructure
Jeff Leiper	My first priority is to reverse the cuts to public transit. Ottawa cannot build a better transportation system while reducing the service people rely on today. I would restore the bus routes and frequency lost through New Ways to Bus and reverse the cuts to LRT frequency. From there, we need to rebuild reliability, invest in our bus fleet and make the infrastructure improvements that allow transit to move more quickly and consistently. Before asking more people to choose transit, we need to make sure the service is there when they need it.
Ali Shayvard	My first infrastructure priority for 2026–2030 is fixing OC Transpo and restoring reliable, affordable public transit. Ottawa does not need more promises about reliability. Residents need buses and trains that actually arrive when they are supposed to. I want realistic schedules, better route planning, proactive fleet maintenance, stronger accountability, improved Para Transpo, better suburban and rural connections, and more direct and express service where it makes sense. The City's own Auditor General made 10 recommendations in 2026 specifically aimed at improving OC Transpo's bus planning and scheduling reliability. I also support a $90 adult monthly pass because affordability and reliability have to go together. A transit system only works when ordinary working people can afford it and trust it. Before committing Ottawa to billions of dollars in additional expansion, I want the infrastructure and service we already have working properly. Once the existing system is stable and dependable, we can responsibly plan what comes next. As a democratic socialist, I believe essential public services should work for the people who depend on them, not simply look good on paper. Public transit should give people freedom to get to work, school, appointments and their families without wondering whether their bus will show up. From the People. For the People.
Mark Sutcliffe	Road resurfacing and renewal
Peter Westaway	Sewer separation and flood resilience

Question 22b

Second infrastructure priority

Candidate	Response
Suraj Harish	Try to finish LRT project as soon as possible,
Alex Lawson	Ring road
Jeff Leiper	My second priority is to fix what we already own. Ottawa has a growing infrastructure backlog affecting roads, bridges, sidewalks, parks, community facilities and other assets residents rely on every day. I would increase investment in repair and renewal so we stop deferring necessary work and allowing problems to become more expensive. Taking care of existing infrastructure is one of the most basic responsibilities of the City, and it needs to be reflected in our budgets and long-term planning.
Ali Shayvard	My second infrastructure priority is getting Ottawa back to basics by properly maintaining our roads, bridges and other essential infrastructure. Road maintenance is not a one-time expense. Ottawa has thousands of kilometres of roads that require ongoing repair, resurfacing, winter maintenance and long-term upkeep every year. Because this work is continuous, I want the City to build much more of its own in-house capacity. Instead of automatically contracting out so much recurring work, I want to create more good City jobs, hire and train skilled workers, invest in City equipment, and have more road maintenance and infrastructure work completed directly by municipal employees where it makes financial and operational sense. That can give the City greater control over quality, scheduling, accountability and long-term maintenance while building permanent local employment. I also want stronger quality standards, better materials, better construction coordination and proper oversight so residents are not paying repeatedly to repair the same roads. As a democratic socialist, I believe that when work is permanent and essential to running our city, we should seriously look at building the public workforce needed to do that work ourselves. Create good jobs. Build public capacity. Fix it properly. Maintain it properly. Make it last. From the People. For the People.
Mark Sutcliffe	Stage 3 LRT — Kanata–Stittsville and Barrhaven
Peter Westaway	Kettle island bridge

Question 22c

Third infrastructure priority

Candidate	Response
Suraj Harish	clean and upsize stormwater infrastructure.
Alex Lawson	Road resurfacing and renewal
Jeff Leiper	My third priority is to build the transportation infrastructure Ottawa needs as it grows. That means moving forward with projects like Baseline BRT, expanding bus-priority measures, filling gaps in our cycling network, and building safer sidewalks, crossings and intersections. Growth will put more pressure on our roads, so we need to give people practical alternatives to driving while making it easier and safer to move around the city.
Ali Shayvard	My third infrastructure priority is strengthening Ottawa's water, wastewater, sewer and stormwater infrastructure and protecting communities from flooding. Infrastructure is not only what people see above ground. Some of the most important infrastructure in our city is underneath our streets. I want Ottawa to accelerate necessary sewer upgrades, address capacity problems in flood-prone areas, continue separating combined sewers where appropriate, improve stormwater infrastructure, and use green infrastructure and permeable surfaces where they can effectively reduce runoff. We also need to make sure new development does not move ahead without the water, sewer, drainage, road and transit capacity required to support it. Ottawa is planning for significant population growth over the coming decades, so long-term infrastructure planning is essential. We should invest before systems fail, rather than waiting for residents to experience flooding, sewer backups or infrastructure emergencies. My approach is infrastructure first, responsible growth and long-term value for taxpayers. As a democratic socialist, I believe basic municipal infrastructure is a public responsibility. Whether someone lives downtown, in the suburbs or in a rural community, they deserve infrastructure that is safe, dependable and built for the future. From the People. For the People.
Mark Sutcliffe	Flood resilience and stormwater infrastructure
Peter Westaway	cycling infrastructure

Question 23a

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

Candidate	Response
Suraj Harish	Do not extend LRT until other major project are done.
Alex Lawson	Byward market public realm plan
Jeff Leiper	I would reconsider major new road-widening projects where the primary objective is simply adding general traffic capacity. Ottawa has a significant infrastructure backlog, and our first priority should be maintaining the roads, bridges and other infrastructure we already own. Where additional transportation capacity is needed, we should look first at whether transit priority, intersection improvements and other targeted investments can move more people without committing the City to the long-term cost of maintaining additional road infrastructure.
Ali Shayvard	My first major initiative to reconsider is Lansdowne 2.0. The approved project budget is $418.8 million, with the City estimating a net municipal investment of $130.7 million and $331 million in additional debt. As of July 2026, approximately $59.5 million had already been spent. I understand that Lansdowne needs investment, and if Ottawa were in a stronger position financially and our basic infrastructure was working properly, this could be a different conversation. But right now, we have serious problems with public transit, roads, aging infrastructure, flooding, housing and basic municipal services. Construction has already started, so I am not going to pretend we can simply erase everything that has already been done. I would review the remaining phases, contracts and spending to determine what can responsibly be reduced, deferred or reconsidered without costing taxpayers even more. My priority is simple: needs before wants. Fix the basics first, spend responsibly and make sure every public dollar delivers real value for Ottawa residents. From the People. For the People.
Mark Sutcliffe	Ottawa has just recently approved its TMP. That sets the baseline for the transportation network investments that we should be making. I do not propose deferring, reconsidering, or not pursuing these projects.
Peter Westaway	More LRT

Question 23b

Second initiative to defer, reconsider or not pursue

Candidate	Response
Suraj Harish	inter provincial bridge
Alex Lawson	No answer provided.
Jeff Leiper	No answer provided.
Ali Shayvard	My second major initiative to defer is moving immediately into Stage 3 LRT before Stage 2 is completed, opened and proven reliable. I support bringing rapid transit to Barrhaven and Kanata. I am not against Stage 3. My position is that Ottawa taxpayers should not be asked to take on billions of dollars in additional capital costs and debt to build it. We have seen senior governments make enormous investments in major Toronto transit expansion. The federal government has committed nearly $10.4 billion toward Toronto's major new transit projects, while the Province is leading construction of projects including the Ontario Line, Scarborough Subway Extension and Eglinton Crosstown West Extension. Ottawa deserves serious investment too. As mayor, I would go directly to the provincial and federal governments and make the case that if they want Stage 3 built, they should fund the capital construction. My goal would be a funding agreement where Ottawa property taxpayers are not taking on additional Stage 3 construction debt. At the same time, we need to fix what people are using today. Stage 2 needs to be completed and demonstrate that it is safe, stable and reliable. We need reliable buses and trains, realistic schedules, better maintenance, improved Para Transpo, more direct service and my proposed $90 adult monthly pass. Once Stage 2 is working properly and the provincial and federal governments are prepared to fund the next expansion, I am ready to move forward with Stage 3. Ottawa should not have to choose between fixing today's transit system and building tomorrow's. Fix what we have. Get senior governments to invest in Ottawa. Then build the future. From the People. For the People.
Mark Sutcliffe	Ottawa has just recently approved its TMP. That sets the baseline for the transportation network investments that we should be making. I do not propose deferring, reconsidering, or not pursuing these projects.
Peter Westaway	Pursuing a ring road

Question 24

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

Candidate	Response
Suraj Harish	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Public-private partnerships where appropriate • User fees or transportation-related revenues • Property tax increases specifically dedicated to infrastructure renewal
Alex Lawson	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Public-private partnerships where appropriate • Development charges for growth-related infrastructure
Jeff Leiper	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Property tax increases specifically dedicated to infrastructure renewal
Ali Shayvard	• Increased federal infrastructure funding • Increased provincial infrastructure funding • Development charges for growth-related infrastructure • Other
Mark Sutcliffe	• 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
Peter Westaway	• Increased provincial infrastructure funding • Increased federal infrastructure funding • Public-private partnerships where appropriate • 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
Suraj Harish	Fix potholes and maintain road surface. Fix broken asphalt around the iron work.
Alex Lawson	Ring road
Jeff Leiper	I am committed to advancing the Baseline Bus Rapid Transit project. Baseline is one of Ottawa's most important east-west transit corridors, and building dedicated transit infrastructure along it will make service faster, more reliable and more attractive to riders. It will also better connect communities, major employment areas and the broader rapid transit network. If we want more people to choose transit, we need to invest in infrastructure that gives buses an advantage over sitting in the same traffic as everyone else.
Ali Shayvard	The single infrastructure issue I personally commit to advancing is fixing Ottawa's public transit system. I often describe Ottawa's transit problem like a heart problem. If you have a serious heart condition, you do not go to a mechanic, no matter how talented that mechanic may be. You go to someone who understands the heart. And if your car breaks down, you do not take it to a heart surgeon. You need the right person, with the right experience, for the problem in front of you. Ottawa's transportation system is the heart of the city. When transit is unreliable, everything else feels it. Workers arrive late, students struggle to get to school, businesses lose customers, families spend more time in traffic, and people lose confidence in the system. Transit is the area I know firsthand. My commitment is to make OC Transpo reliable again by improving schedules, route planning, maintenance, accountability, operator involvement, Para Transpo, and direct and express service where it is needed. I also want transit to be affordable, including my proposed $90 adult monthly pass. My priority is simple: fix the heart of the city first. Give residents a transit system they can actually depend on every day. From the People. For the People.

Candidate	Response
Mark Sutcliffe	Stage 3 LRT to Kanata, Stittsville and Barrhaven
Peter Westaway	Changing our Ottawa Greenbelt as outlined on my website.

Question 26

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

Candidate	Response
Suraj Harish	Inspect and make sure infrastructures are safe.
Alex Lawson	Please visit votealex.ca for more information about my platform and policy commitments.
Jeff Leiper	My infrastructure vision starts with making the city we already have work better. That means reversing cuts to public transit, fixing the roads, bridges, sidewalks, parks and facilities we already own, and addressing the infrastructure backlog rather than pushing costs into the future. At the same time, Ottawa is growing quickly, and our infrastructure needs to keep pace. We need to invest in projects that move more people, including Baseline BRT, bus-priority infrastructure and safer, connected walking and cycling networks. We also need the water, sewer and community infrastructure required to support new housing and growing neighbourhoods. I want Ottawa to get away from choosing between maintaining what we have and planning for growth. We need a long-term capital plan that does both, with clear priorities, realistic funding and a focus on infrastructure that residents rely on every day.
Ali Shayvard	My infrastructure vision is to rebuild Ottawa's foundations while growing the economy that helps support them. As mayor, I would work aggressively with the provincial and federal governments to attract good-paying manufacturing jobs to Ottawa, including EV and advanced automotive manufacturing. I want Ottawa to compete for the industries and jobs of the future while building a stronger local economy. That economic growth should go hand in hand with reinvestment in the basics: reliable public transit, better roads and bridges, modern water and sewer systems, flood protection, and infrastructure that supports more affordable housing. My approach is infrastructure first. Growth should come with the roads, transit, utilities and services needed to support it. Ottawa should be a city where people can find good jobs, afford to live, move around

Candidate	Response
	reliably and be proud of the infrastructure their taxes pay for. From the People. For the People.
Mark Sutcliffe	Ottawa needs to build for the future while taking care of the infrastructure we already have. My vision is to invest responsibly in roads, bridges, sidewalks, flood resilience and other core infrastructure, while expanding the transportation network residents need as our city grows. That means continuing our work to repair and renew roads and sidewalks, investing in climate resilience, and delivering better public transit. We will complete the LRT upload and use the resulting funding to advance new rapid transit, including Stage 3 LRT to Kanata, Stittsville and Barrhaven and major BRT projects.
Peter Westaway	My proposal to completely change our pathetic greenbelt will continue to be my main priority. That would change the entire geographical makeup of our city along with creating a proper large greenbelt modeled after the Ontario Greenbelt.