

Ottawa Pedestrian Plan Ottawa Cycling Plan

Winter Service Level Recommendations Cycling and Pedestrian Facilities



Presentation to Citizens for Safe Cycling : 2 December 2014

Sam Roberts, Transportation Planner, Cycling

Agenda

1. Master Plan Consultation - What We Heard
2. Current Service Levels for Walking and Cycling
3. New Service Level Recommendations
 - Winter Improvements for Pedestrians
 - Winter Network for Cyclists
4. Term of Council Priorities and Budget
5. Questions and Comments



Resident Engagement



Building a Liveable Ottawa 2031
Une collectivité viable à Ottawa - horizon 2031

Proposals

Complete Streets

Affordability

Active Transportation

At a Glance

Building a Liveable Ottawa 2031 is a city-wide review of land use, transportation and infrastructure policies that make up the Official Plan, Transportation Master Plan, Infrastructure Master Plan, Cycling Plan and the Pedestrian Plan, with an eye towards making Ottawa a more vibrant, healthy and sustainable city. The focus of the review is to propose solutions to 12 current planning issues. The outcome of the review will be an updated Official Plan and supporting plans with policies and priorities that influence the future growth of the city for years to come.

The last step is the review and approval of the Development Charges (DC) by law before it expires in July, 2014. Development charges fund a portion of the growth-related costs associated with many services provided by the city.

This background is one of 12 designed to help residents participate in Building a Liveable Ottawa 2031.

What is active transportation?

Active transportation includes walking and cycling and any other form of travel that is people-powered including travel by motorized wheelchair.

Why is active transportation important?

- Is accessible to everyone, supporting social activities and a sense of community
- Is environmentally-friendly and reduces noise pollution and emissions from motor vehicles
- Cuts the number of cars on the road and the high costs of building and maintaining roads
- Creates more transit-friendly areas and supports local businesses

As Ottawa grows larger and more compact, the City is working to provide residents with more active transportation options that provide safer, community-friendly and sustainable means of getting around.

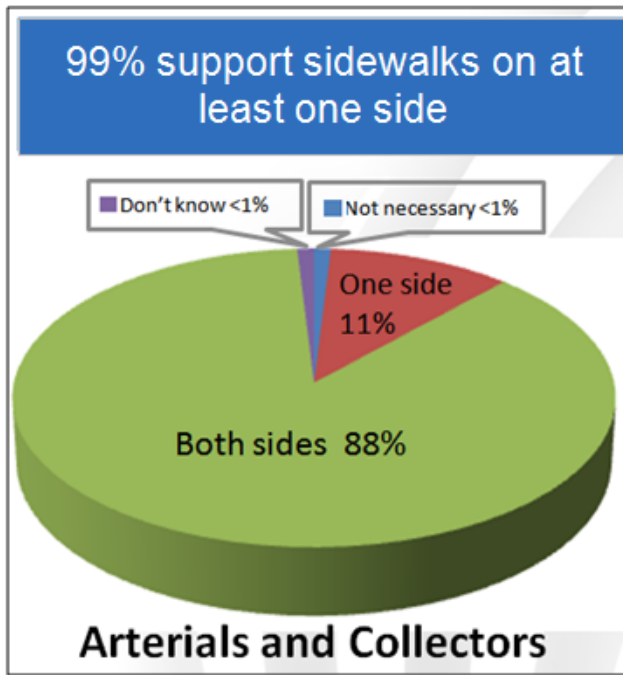
Active transportation improvements could include better winter maintenance, wider sidewalks, and additional bike lanes and pathways. Active transportation could also mean connecting walking and cycling routes with public transit to make public transport more accessible for all residents.

The City is working to improve urban design to make streets more attractive and safer for

Building a Liveable Ottawa 2031

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Commuter Attitude Survey



MetroQuest Tool

Pedestrian Comfort Level:
walking along a road with no sidewalks
(1 star = very uncomfortable, 5 stars = very comfortable)

Score	Count	%
1	152	32.90
2	107	23.16
3	117	25.32
4	58	12.55
5	28	6.06

Pedestrian Comfort Level:
walking along a road with a sidewalk on one side
(1 star = very uncomfortable, 5 stars = very comfortable)

Score	Count	%
1	12	2.60
2	69	14.94
3	101	21.86
4	141	30.52
5	139	30.09

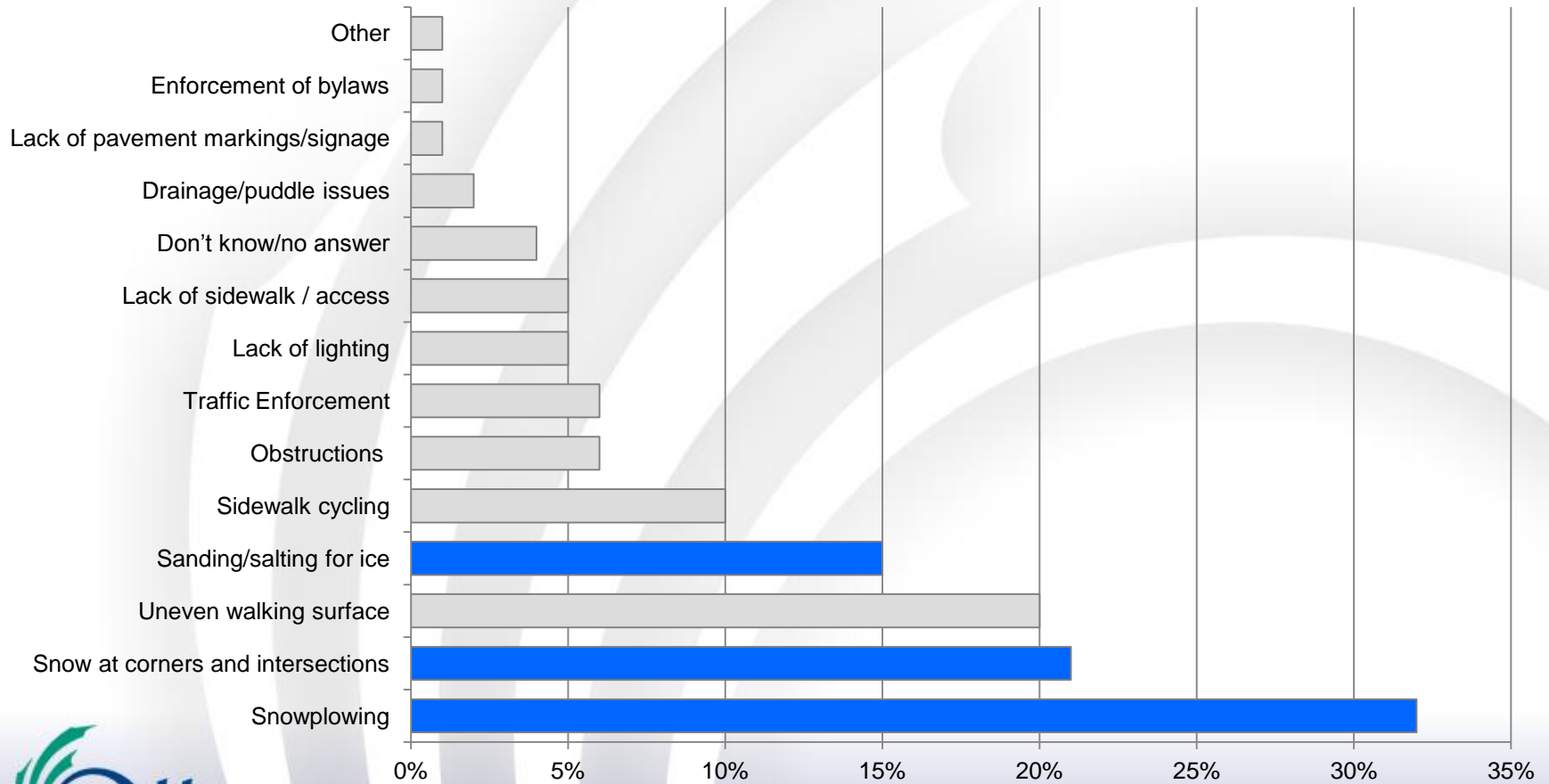
82% comfortable

Comments: Having one sidewalk is better than having no sidewalks. Most prefer having sidewalks on both sides of the road (some asked: "what if my destination is on the other side of the road?"). Suggested that comfort level depends on traffic volume, speed and road classification. Pedestrians want wider sidewalks.



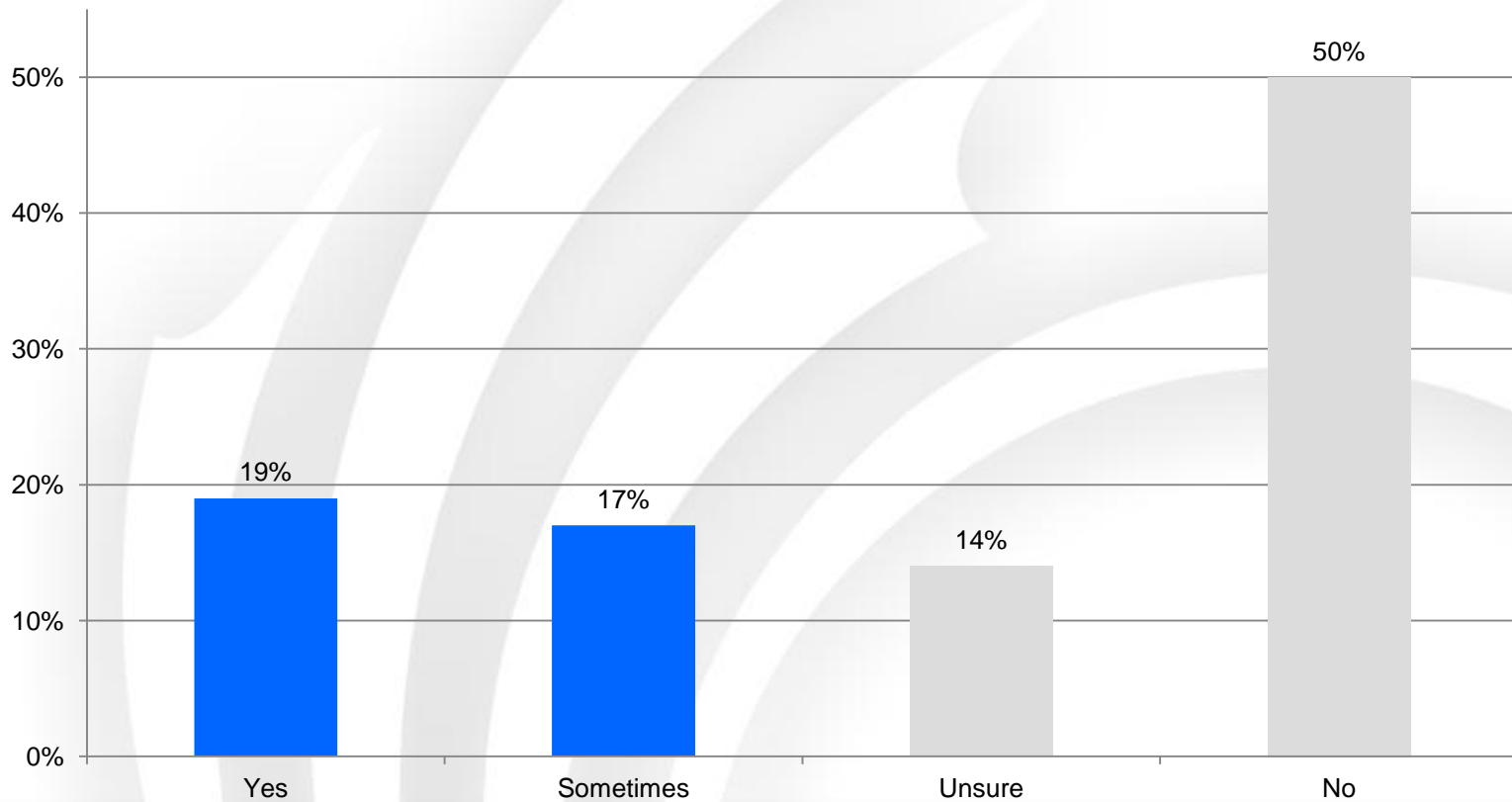
Consultation Feedback

Are there any general maintenance, design or enforcement issues that could be improved?



Consultation Feedback

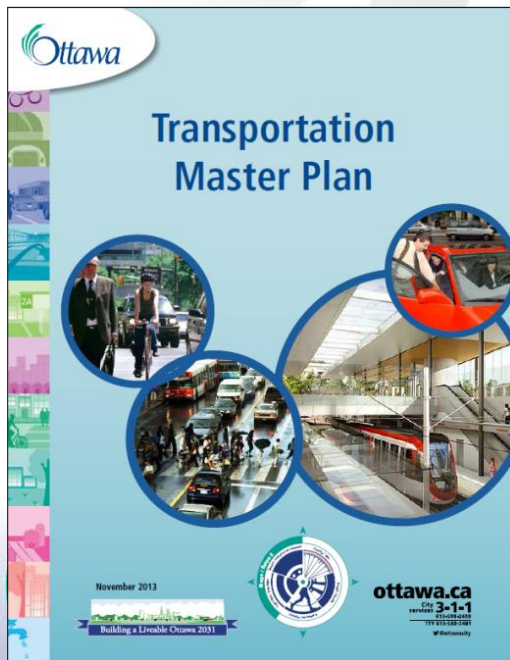
If the City began to clear its existing pathways in the wintertime, would you use them to cycle?



Transportation Policy

Transportation Master Plan, Ottawa Cycling Plan Ottawa Pedestrian Plan

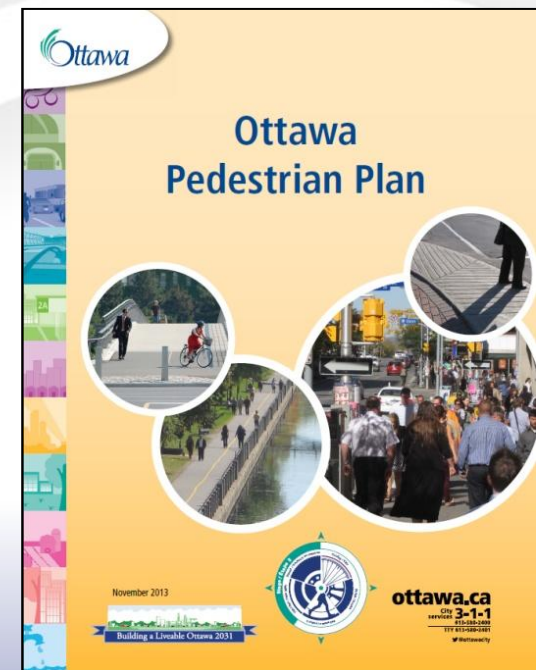
- Plans approved by Council 26 November 2013
- Winter maintenance recommendations:
 - direction to engage stakeholders
 - referred to next Term of Council priority setting and budget



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Current Maintenance Practices

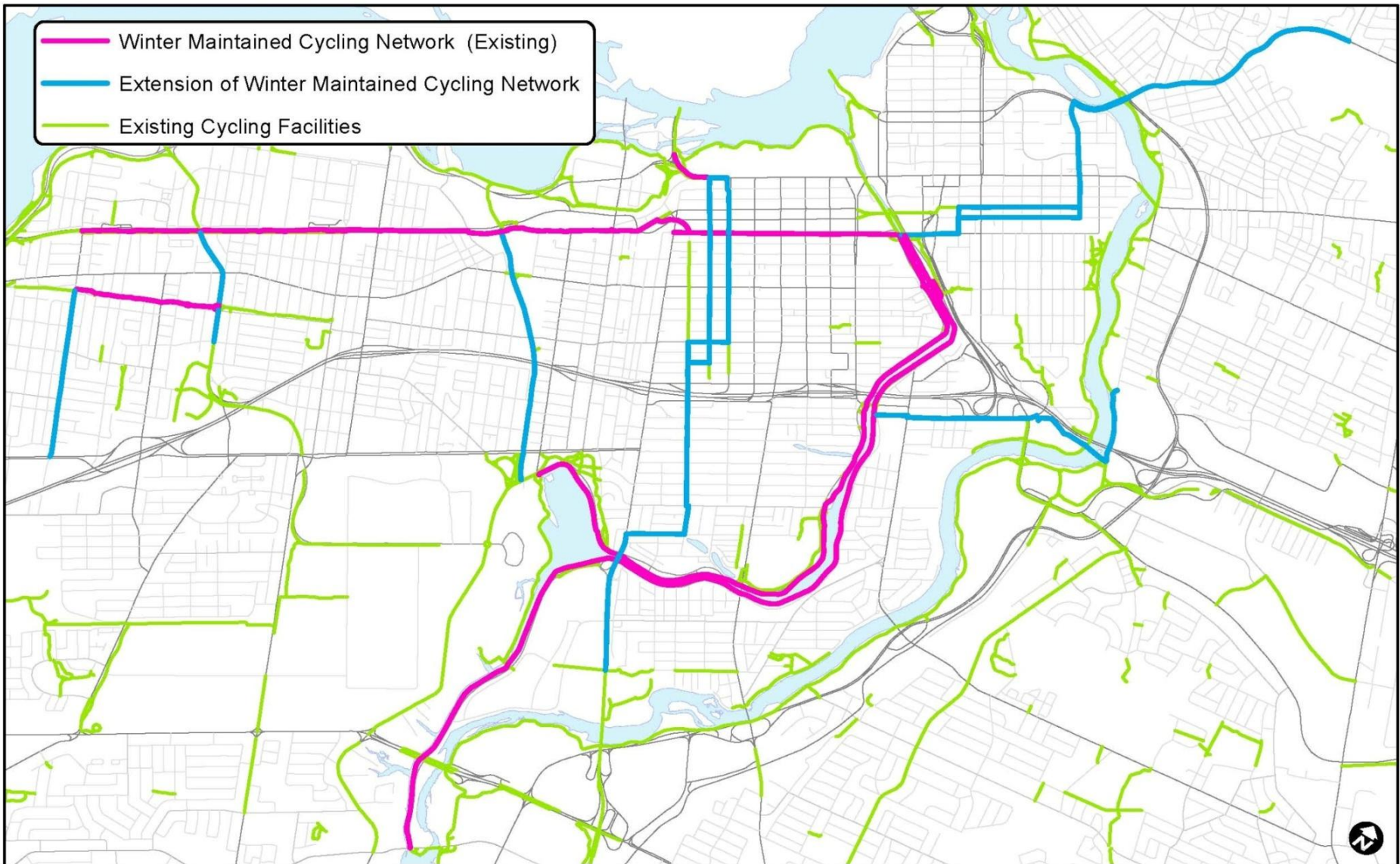
Cycling Network

- Other than the Laurier Avenue segregated bike lanes, the City does not provide specific winter maintenance service standards for Ottawa's cycling network
- Some on-road facilities and some multi-use path segments are winter-maintained as part of the City's regular road and sidewalk maintenance policies.

Recommended Service Level Improvements for Cyclists

- Approximately 40km-long winter-maintained cycling network
- Focussed within a 5-km radius of Ottawa's core area, and includes the east-west Cross-town Bikeway as the primary route into and out of the downtown core
- 21 kilometers of this network are already winter maintained in some form
- Clarification of the clearance standards to be undertaken by Public Works
- The incremental cost of maintaining the proposed winter cycling network is estimated at \$250,000 per winter season

Recommended Winter Cycling Network



Current Maintenance Practices

Pedestrian Network

The City currently winter maintains 2175 km of sidewalk:

- Class 1 And Class 2A (805km)
 - Bare Surface Treatment / 2.5 cm / 4 hours
 - Downtown business district, Byward Market, special tourism areas, large employment centers, sidewalks adjacent to urban arterial roads
- Class 2B and 3 (1,370km)
 - Snow Packed Treatment / 5cm / 12 hours
 - Residential neighbourhoods and collector and local roads downtown, urban and village, bus routes, public facilities or retail/commercial frontages and some paved pathways

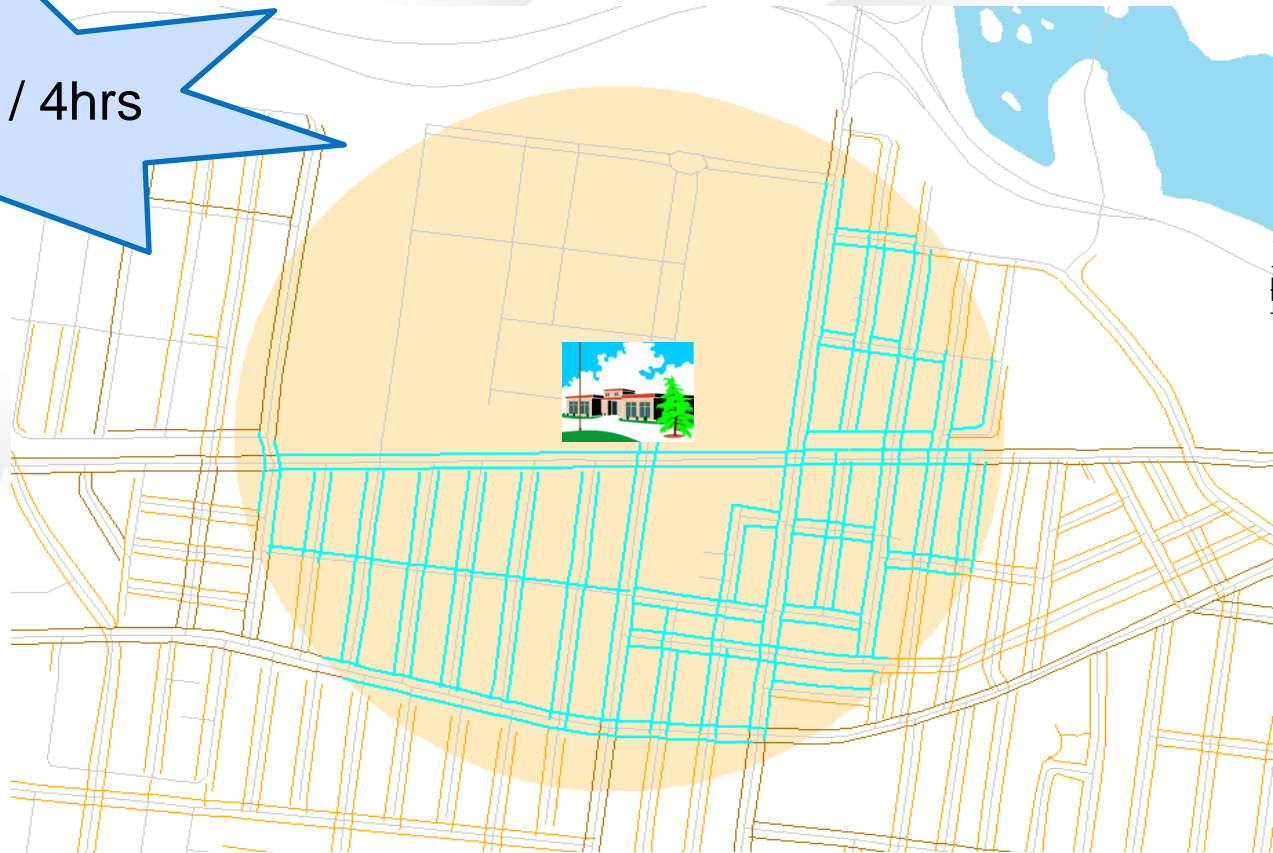
Recommended Service Level Improvements Pedestrians

Re-sequence Class 2B and 3 sidewalks on routes to Transit and Schools to a Bare Surface Treatment Standard 2A:

- Routes to Transit
 - rapid transit stations 600m
 - transit-intensive corridors 200m
- Routes to School
 - elementary and secondary schools 300m
- \$1.9M equipment and labour

Recommended Improvements Pedestrians

2.5cm / 4hrs



Category	Facilities	Radius
Rapid Transit Stations	BRT Transitway Stations Future O-Train Stations	600m
Transit Intensive Corridors	Woodroffe Ave, Heron Rd, Baseline Rd, St Laurent Montreal Rd, Wellington St, Carling Ave, Bank St Innes Rd, Holland Ave, Robertson Rd	200m
Schools	Elementary Secondary	300m

Term of Council Priorities and Budget

- Submissions for term of council priorities from departments and elected officials
- Business Cases prioritized and costed
- Costs of projects compared to available funding levels
- Senior management recommends priorities to move forward
- Committee and Council consider the priority package
- Budgets are adjusted to include the priorities
- Timing to be completed in Q2 2015

Questions and Comments



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