

Infrastructure improvements in six Ottawa neighbourhoods

Since 2015, we have been working with residents in six lower-income neighbourhoods to identify improvements needed to make them better places for pedestrians, cyclists and public transit riders. This has involved door-to-door outreach, sharing circles, active transportation audits, the formation of resident-led working groups, dot-mocracy to prioritize the top needed improvements, and pop-up projects intended to demonstrate how the neighbourhood would improve if the needed improvement were implemented. As a follow up to all these activities, we have then worked with the local city councillor to seek their support, and the support of the City, to make the improvements permanent.

Bayshore: residents indicated two main priorities: i) the need for a better pathway connection from the community to the nearby Trans Canada Trail; and ii) their desire for a safe pedestrian crossing on Woodridge Crescent north of the Bayshore Transitway Station. We worked with the property owner, Ferguslea, to have them pave and widen the pathway connection to the TransCanada Trail so that it avoids two large dumpsters. And, we worked with the City, including the local City Councillor Mark Taylor, and residents to hold a pedestrian crosswalk pop-up project in September 2018. By attending consultations related to pedestrian and cycling connectivity to Phase 2 of the City's Light Rail Transit Project, we were able to secure a commitment from the City that it will provide a safe pedestrian crossing at the location by the time Light Rail Transit starts operating at Bayshore. We know the pop-up project demonstrated the need for the safe pedestrian crossing to be implemented more quickly than that. The new Councillor for the area, Theresa Kavanagh, recently told us staff have indicated it could be installed as early as 2020.

Heron Gate: residents prioritized the need for safe cycling infrastructure on Heron and Walkley Roads, and on Bank Street; in addition, they wanted a pathway paved that runs through Sandalwood Park connecting residential buildings to the Herongate Square shopping centre and the closest grocery store. We received media coverage (in the Metro newspaper; 23 May 2016) of the residents' desire for the safe cycling infrastructure on Heron Road, spoke with the City Councillor Jean Cloutier, and City cycling staff, and in August 2016 the federal government provided \$275,000 in funding for the design and construction of an eastbound cycle track on the south side of Heron Road. The cycle track segment runs about 790 metres eastbound from the Colbert Pathway to the shopping centre entrance opposite Jefferson Road. And, in June 2018, the pathway through Sandalwood Park was paved with asphalt, following a related pop-up project we held in the park in 2016, and work with Councillor Cloutier's office and City Parks staff.



The photo at left shows residents of Heron Gate using the pathway in Sandalwood Park during our pop-up project in 2016. In June 2018 the pathway was paved with asphalt, shown in the photo at right.



Vanier: residents indicated one main priority, which was the need for more bus shelters and benches in Vanier, including on Montreal Road. Working with local residents, City Councillor Mathieu Fleury, and City staff, we held a pop-up bus shelter and bench in Vanier on Montreal Road in September 2017. We surveyed approximately 171 people throughout the day, which included people either waiting for the bus or walking on the sidewalk. In some cases, people were biking on the sidewalk because Montreal Rd. currently lacks safe cycling infrastructure. The vast majority of respondents indicated overwhelming support for bus shelters and benches along Montreal Road and throughout Vanier. Among those 171 who answered the survey, 169 indicated they would like more bus shelters and benches on Montreal Rd., and throughout Vanier in general. In addition, 158 respondents said they would prefer a smaller, less protective bus shelter if there were space constraints compared to having no bus shelter at all. Although the City has not yet made a firm commitment, and space constraints may make things challenging, we are confident that we have adequately demonstrated to the City that the neighbourhood needs more bus shelters and benches. As a result, as part of the Montreal Road reconstruction project, the City is planning to install six additional bus shelters, for a total of 13.



The map at left shows the 13 locations where the City hopes to install bus shelters along Montreal Road, up from the current seven shelters.

Cummings: residents indicated a desire for safe cycling infrastructure on Donald St. from Cummings Ave. to the Vanier Parkway. We met with Councillors Tim Tierney and Tobi Nussbaum to discuss the priority and learned of the City's plans to build a protected intersection that will improve it for pedestrians and cyclists at St. Laurent Blvd. and Donald Street. Responding to the community's needs, Councillor Tierney secured a commitment to add painted bike lanes on Donald (in May 2019) to be completed as part of a scheduled road resurfacing between Cummings and St. Laurent. Councillor Tierney also had staff fix a badly damaged sidewalk on the south side of Donald near the Q Residential apartment towers.

Bells Corners West: working with residents and City Councillor Rick Chiarelli, we put in pop-up bike lanes on July 22, 2018. One hundred people attended the event and more than 500 people signed a petition addressed to the City asking it to add safe cycling infrastructure on Moodie Drive and to reduce the speed limit from 60km/h down to 50km/h. The event received extensive media coverage (including on [CBC News](#), [CBC Radio's All in a Day](#), [CTV News](#), [CTV Ottawa](#), and [Radio-Canada](#)) and Councillor Chiarelli added the residents' formal request to City Council's meeting agenda on August 29, 2018. He also said he would speak to the Transportation Committee Chair to seek his support for the improvements. The update to the Transportation Master Plan, which will begin in 2019, is an opportunity for these needed improvements to be embedded in the City's plans.

Hawthorne Meadows–Sheffield Glen

And, in Hawthorne Meadows–Sheffield Glen, a speed board has been installed by the City on Southvale Crescent. Residents would like to see a curb extension and pedestrian crosswalk, and hopefully the speed board will capture data of traffic speeds on the road to build support for those improvements.

Thanks to our members, supporters, and funders

We have been able to make this progress thanks to the support of residents of Ottawa, our members (who live around the world, including in the National Capital Region), our volunteers, and important funding from the Ontario Trillium Foundation, the Sweanor Family Fund, the Ottawa Community Foundation, Safer Roads Ottawa, and the Ottawa Sustainability Fund.