

# CCC Feedback to 2013 TMP Final Draft:



- 1. Lack of focus on Interprovincial Transit**
- 2. Interprovincial Truck Routes Effects Mitigation**
- 3. Need a more Ambitious Cycling Plan**
- 4. More Recognition of Pedestrian Needs/Safety**
- 5. Lack of Visibility into Prioritization Decisions**

City Centre Coalition (CCC)

[www.ccc-ottawa.ca](http://www.ccc-ottawa.ca):

Presentation to Transportation Committee Nov 15, 2013

John Verbaas: Chair (Action Sandy Hill)

email: [info.ccc.ottawa@gmail.com](mailto:info.ccc.ottawa@gmail.com)

# City Centre Coalition (CCC)

- [www.ccc-ottawa.ca](http://www.ccc-ottawa.ca)      email: info.ccc.ottawa@gmail.com
- Focus on transportation and transit related issues affecting the central area of Ottawa.
  - Our objective is to work by consensus and to ensure that transportation issues affecting the downtown are viewed in their whole context, seeking to avoid situations where changes in one community might inadvertently move problems to other adjacent communities.
- Member Association List:
  - ASH - Action Sandy Hill      Centretown Citizens' CA
  - Dalhousie CA      Hintonburg CA
  - Westboro CA      Old Ottawa East CA
  - Glebe CA      Dows Lake RA
  - Old Ottawa South CA      Island Park CA
  - CUSA - Carleton U. Students A.      CfSC - Citizens for Safe Cycling

# 1. Lack of focus on Interprovincial Transit

## ■ Situation:

- central communities bear most of the burden of ~170,000 I-P car trips per day (70% of 246,000 Total) as well as STO buses every 20-30 secs in the peak periods
- ~30% of region's jobs and population north of Ottawa R.

## ■ 2013 TMP:

- says very little about this 30%
- speaks only about need for a new I-P bridge (more cars!)
- no commitments for improved I-P transit to 2031

## ■ Request:

- take the interprovincial transit study seriously
- set a timeline with some I-P transit commitments
- Take some leadership in bringing other gov'ts to the table to get something done

## 2. Interprovincial Truck Route Effects Mitigation

### ■ Situation

- 3500 trucks per day through the downtown (a truck ever 20 secs during peak periods)...widely acknowledged as one of City's top problems
- Focus all I-P trucks on only 2 bridges and 1 corridor to each bridge
- I-P bridge project collapses again (do we get the message yet?)

### ■ 2013 TMP

- like 47 yrs of previous plans...we will review truck routes when there is 'new infrastructure'
- new infrastructure 'may include a tunnel to M-C bridge'

### ■ Request -do something now:

- City needs to be seen to be doing something (safety, liability issues)
  - review I-P truck routes for possible conformance with City policy
  - show more initiative in getting a long term plan back on the table and have a more open mind about what that could include.

# 3. A More Ambitious Cycling Plan

## ■ Situation

- across all CCC's communities a common theme...why take so long (18yrs) to accomplish so little (70m\$)
- long lists of missing links and dangerous corridors not 'affordable' or not possible for > 10yrs

## ■ 2013 TMP

- 1.8% of capital to target a 5% mode share (+2.3% vs today)
  - vs transit 75% of capital to target a 26% (also +3.6% vs today)
- an ambitious and accelerated plan to transform transit - good stuff!
- a ho-hum plan to slowly chip away at new cycling infrastructure - why?

## ■ Request:

- re-think how 'affordability' has been portrayed and explain why we can 'afford' 40x investment to capture new transit riders vs new cyclists
- consider investing 1.5% more to 'totally transform' cycling in Ottawa

# 4. More Recognition of Pedestrian Needs/Safety



- Situation
  - 50% mode share for walking in downtown area
- 2013 TMP:
  - Complete Streets = more recognition that streets are for multiple modes
  - gives more consideration to active modes in street designs
- Request:
  - give us more help to make walking pleasant and safe
  - add more teeth/resources to pedestrian safety program
  - program to create a mindset that walking is prioritized when downtown
    - reduce speed limits in designated high volume ped areas
    - better snow removal/ice control
    - construction zones required to make more effort to accommodate peds

“If you walk - you matter”

# 5. Lack of Visibility into Prioritization Decisions



- Situation:
  - Big stakes! 4B\$ of spending
- 2013 TMP: .. Even the background documents...
  - very little quantifiable information on how affordability \$\$ allocated to different modes
  - within each mode very little quantifiable information presented to explain prioritization of projects
    - only weak attempts for transit to Orleans and a mostly qualitative style 'points system' for roads prioritization
- Requests: for more detail and transparency...
  - what metrics used and why those vs others?
  - how projects were assigned scores based on these metrics?
  - what the scoring results were?
  - explaining why when big changes from previous plans (eg. AVTC)?



Thank You