

**REPORT ON FCA-FAC FIRST ANNUAL TRAFFIC WORKSHOP
2007-04-28 GREENBORO COMMUNITY CENTRE**

Attendees: stephen a. haines, Ottawa South CA [Convenor]; Richard Blais, Constance Bay & Buckhams Bay CA; John Blatherwick, Woodpark CA; Jane Brammer, Rothwell Heights Prop. Owners' Assoc. ; Robert Brocklebank, Glebe CA; Carol Ermanovics, Glens CA; Don Ford, Woodpark CA; Ida Henderson, Dalhousie CA; Pierre Johnson, Capital Ward; Michael Kostiuik, Carlington CA; Greg Marshall, Woodroffe North CA; Alayne McGregor, Civic Hospital NA; Leonard Poole, Ctty Council of Overbrook; Christian Pupp, Ottawa East CA; John Stevenson, Citizens for Safe Cycling; John Verbaas, Action Sandy Hill.

Special guests: Friederike Knabe, Facilitator; Councillor Alex Cullen, Chair, Transit Committee; Robert Streicher, Manager of Mobility and Area Traffic Management, Traffic and Parking Operations Branch [City of Ottawa].

After introductions among the attendees, Alex Cullen described the City's "Long-Term Plan for Rapid Transit". Two primary programmes, the Rapid Transit Expansion Study [RTES] and Ottawa Rapid Transit Expansion Program [ORTEP] were described and reviewed. Mr Cullen noted that about 17% of Ottawa's population uses public transportation. OC Transpo hopes to increase that to approximately 30% by 2020 through implementation of the new plan. He further explained that the majority of users are compelled, usually from economic status, to be "must" users. Other options, such as private vehicles, are not available to them.

Decentralisation of workplaces, in both the public and private sectors, will alleviate street congestion and provide better route layouts for RT systems. Today, about 70% of Ottawa's workforce is located in the downtown area. Resident clusters of Barrhaven, Kanata, Orleans and Ottawa South need employment shifted to those areas. A consideration of better routing plans the incorporation of a downtown tunnel. The issues of service frequency, accessibility and service configuration will be re-defined in the new Plan. The present projection is to have a proposal to City Council by November 2008.

Questions from the attendees following the presentation included options for additional bus lanes in downtown areas,

Following the OC Transpo presentation, Robert Streicher of the City's Area Traffic Management Group explained how his department dealt with traffic issues. He described the City's processes and techniques of dealing traffic issues. There is a distinction between Traffic Management - addressing traffic concerns - and Traffic Calming, which is the application of physical measures such as lane necks, speed humps or other inhibitors. Mr Streicher outlined a list of successful ATM implementations, but also noted the extensive backlog that has been generated due to insufficient resources.

Mr Streicher encouraged FCA's attempts to broaden the knowledge base of ATM's goals and procedures. He presented the FCA with a copy of his presentation which will be made available to interested CAs.

Given the number of attendees, the Workshop agreed to act in plenary session instead of dividing into workgroups. There was some further discussion regarding the two presentations. Notably, closer ties between FCA and the Transit Committee was endorsed. Creation of an FCA Traffic Committee was suggested. There was also concern about the ATM backlog and how FCA might help the City address that problem. Can priorities be changed? What is the priority assessment process?

After reconvening after lunch, each representative provided a list of their community/group's traffic issue concerns [see Addendum for detailed list]. How many of these issues are local and how many resolvable only by the City must be determined. Attendees were reminded that enforcement of speed limits or ongoing reckless driving issues can best be achieved by the raising of a Case Number with the Ottawa Police Department. The Police Department has a good track record at responding to Case Number originators.

The group then examined some of the possible options the City might consider in alleviating congestion and reducing the number and intensity of traffic issues.

What incentives to reduce the need for transport might be implemented? Among the possibilities are the encouragement of better workplace - residence - shopping proximity. Is mass transit the only solution? There are various forms of limited occupancy vehicles that might substitute for high-capacity bus or trains. Would this have the effect of moving more people more quickly, or simply add more vehicles to those already occupying our roads and streets? What would be the pollution impact of such an innovation?

It was strongly urged that FCA be fully involved in the upcoming transit study. The "thousand days of decision" mentioned by Mr Cullen are a time of opportunity. Full input of the many factors must be stressed by the community - which should be FCA. The City's Budget elements focus on "investment" [whether capital or operational] and need more consideration of less tangible costs.

Most OCTranspo users have no or few other options. What are the alternatives to private vehicle use in local and distant travel? Is the public aware of these and who is best placed to inform it? How can current auto commuters be encouraged to use transit more often? Communication between automobile proponents and non-auto users should be encouraged. Who can "educate" whom? "Education" programmes must be targeted to particular audiences and both presentation and follow-up require careful focussing. This could be facilitated by FCA with the City. Are the number of street/road casualties sufficient reason to ban automobile advertising as has been done with smoking and alcohol in Canada.

What is the rate of growth of new roads compared to population growth? What would be the impact of FCA endorsing the implementation of a "No New Roads" policy within the City? How might developers be compelled to modify their designs under that scenario and one in which they paid a greater contribution to infrastructure requirements resulting from their proposals? Intensification can reduce the distance between home and work. How far should

intensification go to promote that? How much should developers be held responsible for all-cost impact of intensification plans? What would be the impact on commercial establishments under a "No New Roads" policy?

Is there value in each CA creating a Community Traffic Plan? How is collaboration and cooperation achieved among the affected communities in reconciling such Plans? How should the City Staff or the OTranspo Transit Committee be involved in this activity? Do the traffic count studies performed by the City provide an accurate picture? Do we have a clear picture of current trends, which would be fundamental in any Community Plans. Bus route planning decisions should take these Community Plans into account.

What is the current role of the NCC in new road creation? In traffic planning? In road safety? How could different NCC policies reduce area traffic issues? What is the rural dimension of traffic issues? More input is needed from rural areas.

How far can/should legislation direct traffic reduction? At what level? Can legislation be applied to hold responsible the originators of problems? Should the City seek the right to impose a "Congestion Levy" such as London now has and New York City is considering?

Respectfully submitted,
stephen a. haines

**FCA FIRST ANNUAL TRAFFIC WORKSHOP
COMMUNITY IDENTIFIED ISSUES:**

Carlington CA - 1. Carling Ave and Fisher speed problems, 2. relocation of Ottawa Hospital changed pedestrian traffic across Carling.

CfSC: 4-way stops don't provide guarantee for cyclists or pedestrians.
Civic Hospital: transit through area to Carling.

Constance Bay: single access road, no public transit facility, summertime traffic input.

Dalhousie: Parking result of high traffic volume. Has three of five interprovincial bridges - high cross traffic from outside sources. How accurate is traffic count survey?

Glebe: heavy inflow. awareness of restrictions on other communities. Had a "traffic plan" for locale.

The Glens: traffic issues build at a faster rate than can be addressed. Crowding of narrow streets by expansion of nearby arterials. Small community has lower priority in solution administration. No pedestrian facilities.

Ottawa East: Alta Vista traffic corridor and Queensway expansion raises question of terminus absorptive capacity. reaching and navigating in downtown area.

Ottawa South: congestion and its impact on public transit and emergency vehicles. Two deaths and one crippling in five year period. Traffic "calming" facility likely adds speeders in other communities from "make-up" of time.

Overbrook: Vanier Parkway traffic noise. Big Box stores a threat. Influence from outside origins. Intensification from new/expanded Landry residential buildings. Clear influence of intensification. What impact assessment is in place for mitigation?

Rothwell Heights: Rockcliffe air base project adds to traffic burden. Development intrusion on property. Traffic impact assessment appears to have no influence on ATM.

Sandy Hill: King Edward high density and truck traffic to city core.

Woodpark: non-local traffic inflow, high volume an on-going issue w/additional parkers. Outside origin traffic through community.

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