

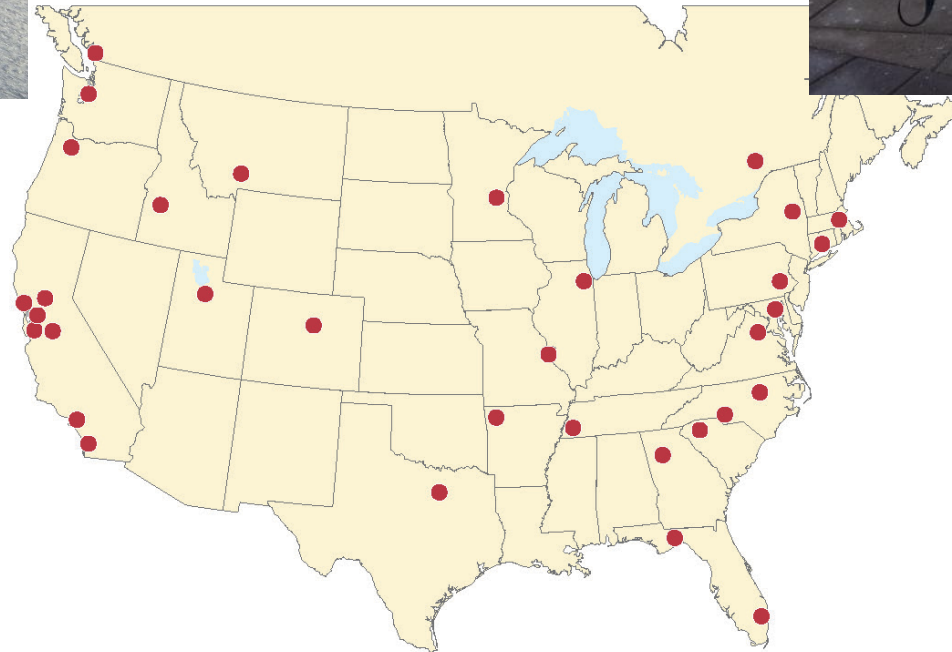
Alta Planning + Design



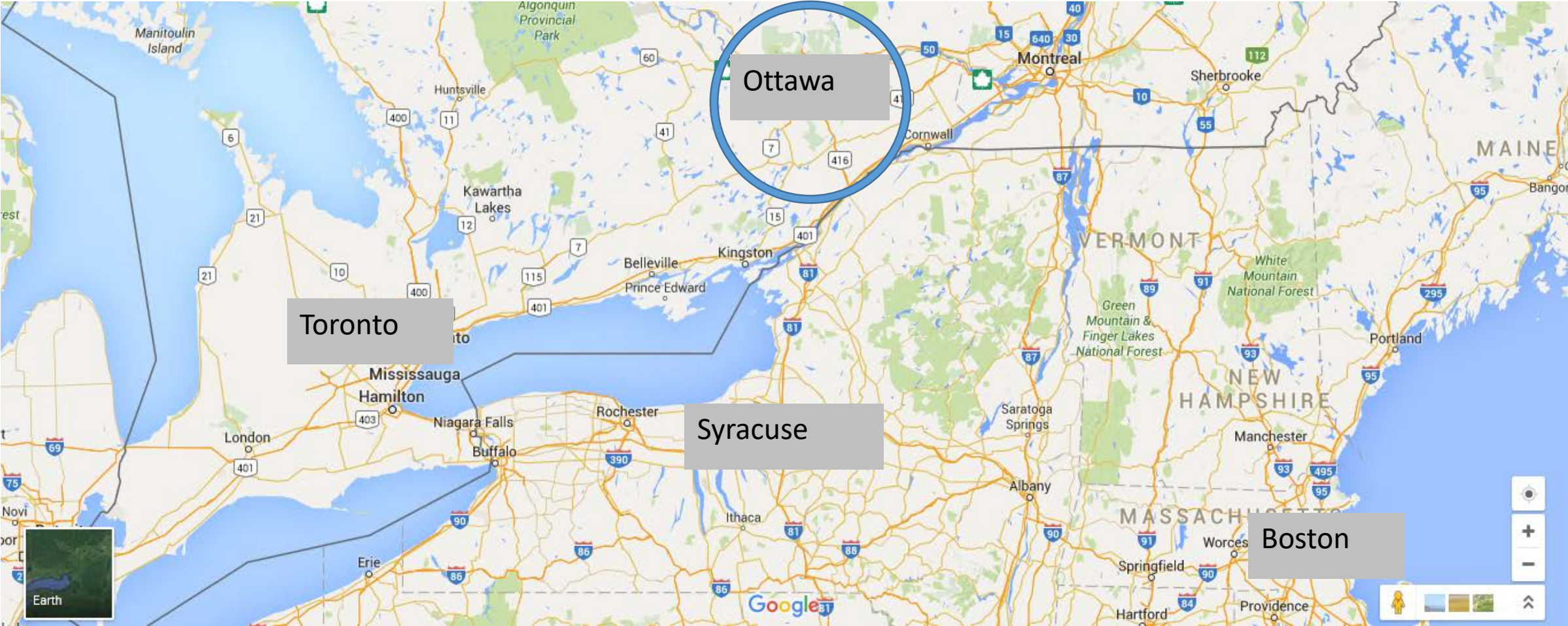
Gavin Davidson, MCIP, RPP
Principal, Senior Planner
Vancouver



Kate Whitfield, P.Eng., MCIP, RPP
Senior Associate Engineer/Planner
Ottawa

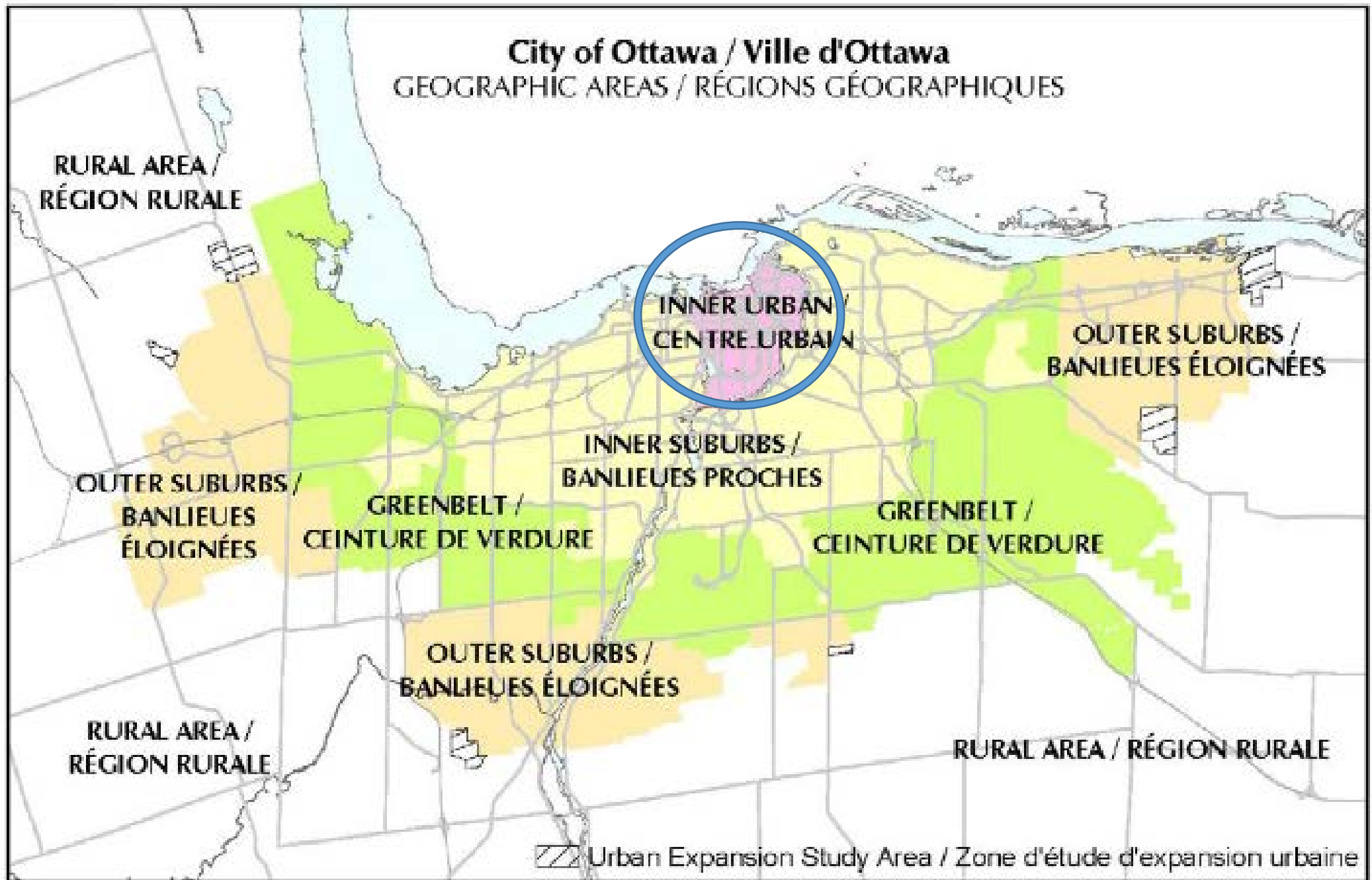


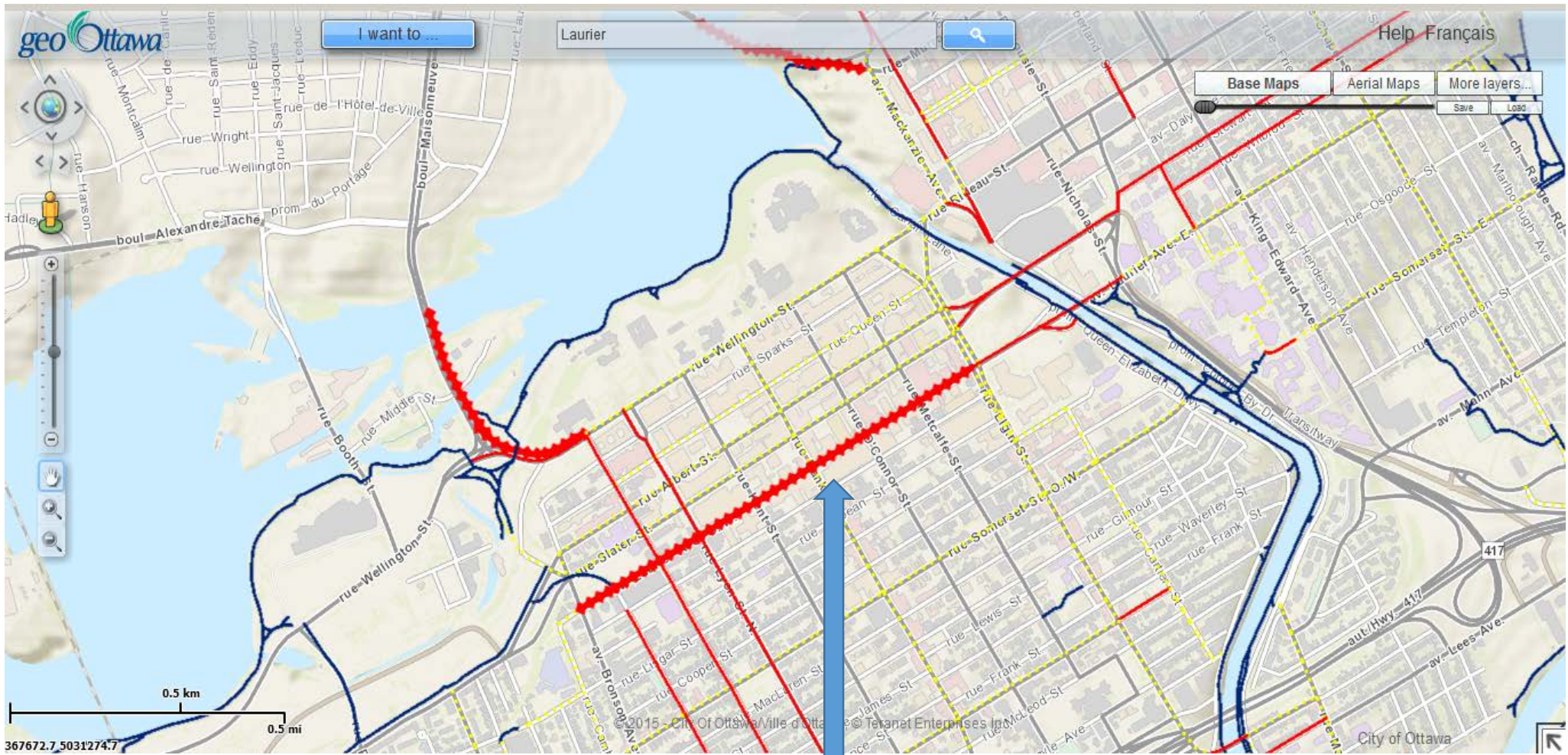
Ottawa, Ontario, Canada



2,778 km²
(1,073 sq miles)

985,000 residents





Existing Cycling Infrastructure in the Downtown (geoOttawa.com)

Laurier Ave Segregated Bike Lane (opened 2011)

Sampling of Cycling Infrastructure under construction or opened in 2016



Albert/Slater

O'Connor Street



Main Street

At least 3 of 23 Municipal Councillors cycle to work in the winter

Councillor McKenney
and Councillor Leiper
on the Trillium
Pathway, January 2016



Transportation Master Plan



November 2013



ottawa.ca
City 3-1-1
service 613-580-2481
TTY 613-580-2481
@ottawacity

Ottawa Pedestrian Plan



November 2013



ottawa.ca
City 3-1-1
service 613-580-2481
TTY 613-580-2481
@ottawacity

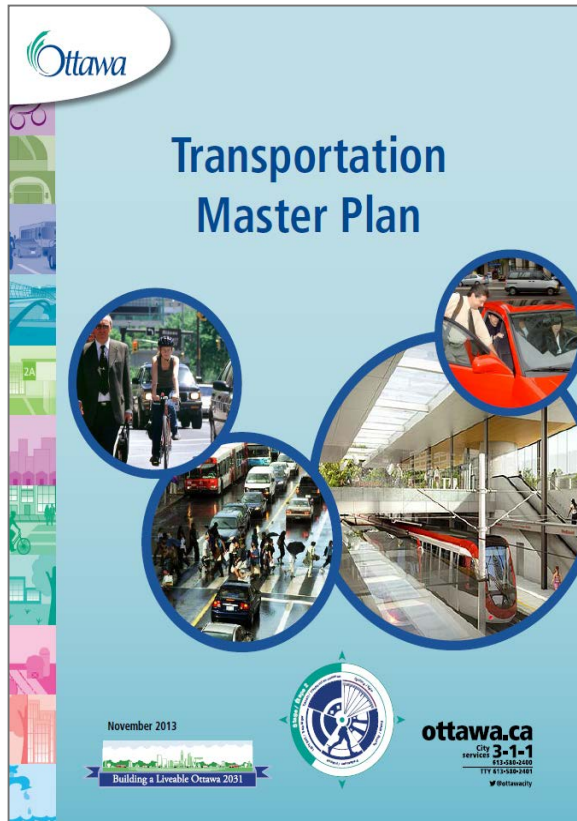
Ottawa Cycling Plan



November 2013



ottawa.ca
City 3-1-1
service 613-580-2481
TTY 613-580-2481
@ottawacity



Action 7-1: *Adopt a complete streets policy for road design, operation and maintenance*

Action 7-2: *Update road design guidelines, standards, and processes to reflect complete streets principles*

Action 7-3: *Use multi-modal levels of service (MMLOS) to assess road design and allocate right of way*

According to Ottawa: Definition of Complete Streets

- All streets can be “complete streets” but they will not look the same
- A “complete street” will look different based on context:
 - Rural, suburban, urban
 - Local, collector, traditional main street, arterial main street
- Many of Ottawa’s streets are already operating as complete streets



New Adawe Crossing

Multi-Modal Level of Service (LOS)

| LOS | GENERAL DESCRIPTIONS | | | | | | | | | |
|-----|----------------------|-------------------|-----------------------|--|-----------------------|-----------------------------|---------------------|----------------------------------|---------------------------|---------------|
| | Motor Vehicles | | Pedestrians | | Bicycles | | Trucks | | Transit | |
| | Segments | Intersections | Segments | Intersections | Segments | Intersections | Segments | Intersections | Segments | Intersections |
| A | Excess capacity | < 10 sec of delay | High level of comfort | Short delay, high level of comfort, low risk | High level of comfort | Low level of risk / stress | Un-impeded movement | Un-impeded movement, short delay | High level of reliability | Short delay |
| B | | | | | | | | | | |
| C | | | | | | | | | | |
| D | | | Low level of comfort | Long delay, low level of comfort, high risk | Low level of comfort | High level of risk / stress | Impeded movement | Impeded movement, long delay | Low level of reliability | |
| E | | | | | | | | | | |
| F | | | | | | | | | | |

Multi-Modal Level of Service (LOS)

| Official Plan Land Use Designation | TARGET LOS | | | | |
|------------------------------------|----------------|-------------|----------|--------|---------|
| | Motor Vehicles | Pedestrians | Bicycles | Trucks | Transit |
| Central Area / Mixed Use Centres | Low | High | High | Low | High |
| Transit Station Areas | | | | | Medium |
| School Areas | | | | | |
| Traditional Main Streets | Medium | Medium | Medium | Medium | Medium |
| Arterial Main Streets | | | | | |
| General Urban / Village Areas | Low | Medium | | Medium | Low |
| Rapid Transit Corridors | | | Medium | | |
| Transit Priority Corridors | | | | | |
| Cross-town Bike Routes | N.A. | N.A. | High | N.A. | N.A. |
| Bike Spine Routes | | | Medium | | |
| Truck Routes | | | N.A. | | |
| General Rural Areas | Medium | Low | Low | Medium | |

Ten Elements of a Complete Streets Policy

Element 1: Language and Intent

Element 2: Users and Modes

Element 3: Applies to all Projects

Element 4: Exceptions

Element 5: Encourages Connectivity

Element 6: Jurisdictions

Element 7: Design Criteria

Element 8: Community Context

Element 9: Performance Measures

Element 10: Implementation Plan



Complete Streets for Canada
policy and design hub for building safe and inviting streets for all

“Overall, the City of Ottawa’s amended OP and updated TMP strongly encourage connectivity and context sensitivity, and regularly reference design guidelines. It includes a Complete Streets policy that includes many essential elements, but lacks some key components. It also tends to rely on updating support guidelines to address some of the key components of a strong Complete Streets policy.”



Complete Streets for Canada
policy and design hub for building safe and inviting streets for all

Ottawa's Implementation Framework

In their words:

- Provides staff with the foundation to implement the policy, define expectations for each project and coordinate internal communication
- Creates an internal mechanism to address operational issues such as winter maintenance
- Scopes transportation projects early to align with our Corporate Asset Management Program for long-term budgeting and resource planning purposes



Churchill Avenue

Photo Credit: Ottawa Bike Lanes

Ottawa's Implementation Framework

Integrate Complete Streets into the City of Ottawa's Comprehensive Asset Management Strategy

- At project initiation
- Aligns with Municipal Class Environmental Assessment (MCEA) Schedule
- Determine project budget early
- Context-sensitive
- Every transportation project contributes to creating complete streets



Ottawa's Implementation Framework

Next Steps

- Staff training for Complete Streets
- Public communications (web content)
- Updates to existing processes, guidelines, standards, and documents
- Monitoring

www.ottawa.ca/completestreets



Greenery

“I want it to be mandatory that when we are looking at the street, we are considering how we can green that street,” she said. “If it’s zero, then at least I’ll be able to know why we couldn’t do anything.”

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News / Ottawa

Complete streets policy not green enough: Catherine McKenney

A new policy to include cyclists, pedestrians and transit in road designs should also consider adding greenery to the streetscapes, the councillor said.

 [Tweet](#)  [G+](#)  [reddit this!](#)



EMMA JACKSON / METRO

The complete street project on Churchill Ave in Westboro has very little greenery, although trees were planted where staff could find space.

By: [Emma Jackson](#) Metro Published on Wed Oct 07 2015

A new policy to consider alternative transit in roadwork projects doesn't go far enough

Trees and Planters

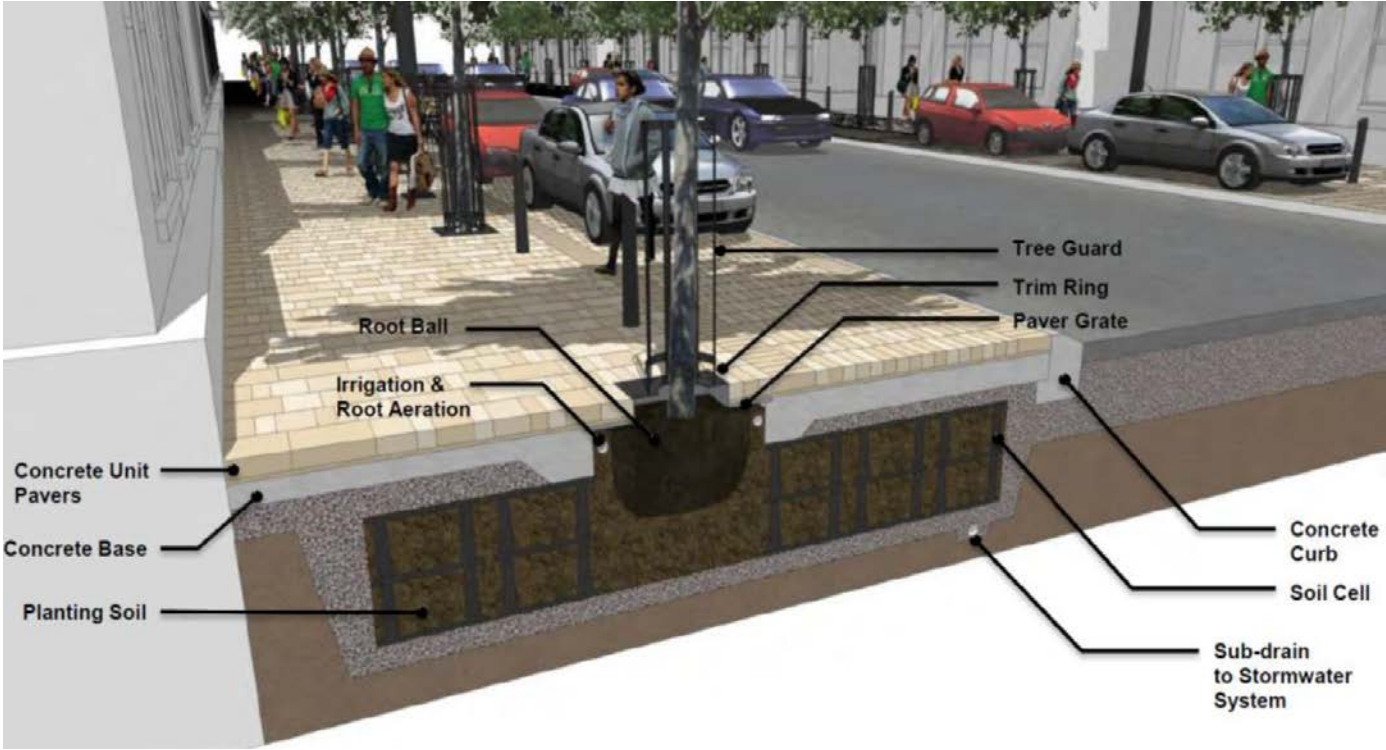


Image Credit: Parsons



Designing for Winter



Evolution of AODA

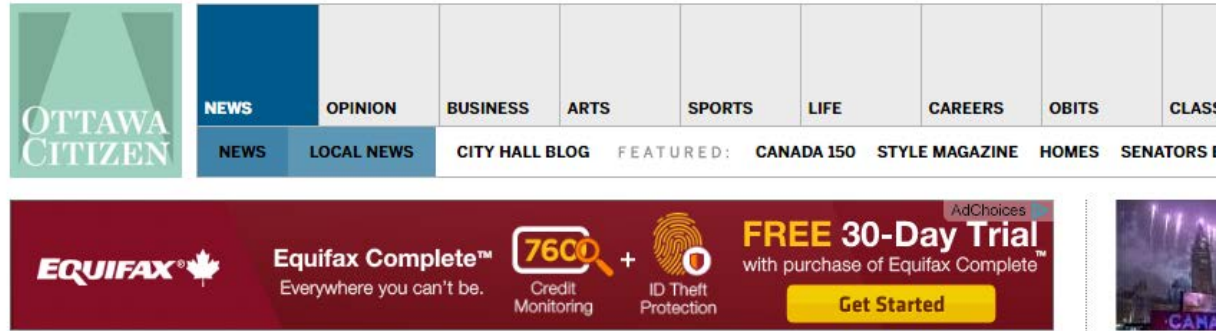
2014:
Churchill
Avenue



2016:
Main Street




Traffic & Education



The screenshot shows the top navigation bar of the Ottawa Citizen website. The main navigation includes NEWS, OPINION, BUSINESS, ARTS, SPORTS, LIFE, CAREERS, OBITS, and CLASSIFIEDS. A secondary navigation bar includes NEWS, LOCAL NEWS, CITY HALL BLOG, FEATURED: CANADA 150, STYLE MAGAZINE, HOMES, and SENATORS. Below the navigation is a large banner advertisement for Equifax Complete, featuring the Equifax logo, the text "Equifax Complete™ Everywhere you can't be.", icons for "760Q Credit Monitoring" and "ID Theft Protection", and a "FREE 30-Day Trial with purchase of Equifax Complete™" offer with a "Get Started" button. A small "AdChoices" icon is also visible.

Egan: Complete streets or complete mess? Ottawa's rebuilt streets are causing big problems

 **KELLY EGAN, OTTAWA CITIZEN**
[More from Kelly Egan, Ottawa Citizen](#)

Published on: November 30, 2016 | Last Updated: November 30, 2016 11:44 AM EDT



Pilot Projects vs Interim Measures vs Complete Streets

Laurier Avenue Separated Bike Lane (2011): Originally a pilot project that became permanent with Council Approval



O'Connor Street Bikeway (2016): A temporary treatment during resurfacing (but not a pilot) until it can be a future 'complete street'



Main Street (2016): A raised cycle track as part of a integrated road/sewer rehabilitation project



Application of Policy and the Public Debate

- All streets can be “complete streets” but they will not look the same
- A “complete street” will look different based on context:
 - Rural, suburban, urban
 - Local, collector, traditional main street, arterial main street



Transit Trade-Offs



Developer Led Projects

- Update to the Transportation Impact Assessment Guidelines
- Multi-Modal Level of Service
- ‘Transition’ projects

| L O S | GENERAL DESCRIPTIONS | | | | | | | | | |
|-------------|-------------------------------|-------------------|-----------------------|--|-----------------------|-----------------------------|---------------------|----------------------------------|---------------------------|---------------|
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| C | | | | | | | | | | |
| D | | | | | | | | | | |
| E | | | | | | | | | | |
| F | | | | | | | | | | |
| | Operating at or over capacity | > 80 sec of delay | Low level of comfort | Long delay, low level of comfort, high risk | Low level of comfort | High level of risk / stress | Impeded movement | Impeded movement, long delay | Low level of reliability | Long delay |

Clear Path Forward for Ottawa?

