

The transportation reality for some rural residents:

"...I facilitate local playgroups with EarlyON. A mother contacted me as she would like to attend. She is disabled and cannot drive. ROSSS would take her but not her child. Her disability insurance will not pay for a taxi. She has no way to access these great playgroups for her and her child..."

"...If someone out here ... doesn't have a car, they are pretty much out of luck in terms of finding and keeping work. Some people are too poor to afford cars and therefore unable to work because there's no other options other than a very expensive cab ride to anywhere."

Rural Transportation Solutions - Results of Survey No. 2



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"...I can feel quite trapped here as I do not drive due to a medical condition. Public transit/shuttles would be welcomed. A way to get out without burdening others..."

This morning I will brief you on the results of our survey conducted recently on the need for improved transportation options in rural Ottawa.

- Our Rural Transportation Solutions group was formed about a year ago. It builds on the experience gained during the Carp Transportation Survey.
- It brings together the efforts of residents, community leaders, advocates and groups with similar interests. Amongst our group is representation from the four Community Resource Centres.
- This study is primarily the work of the Nepean, Rideau and Osgoode Community Resource Centre (NROCRC) and Rural Transportation Solutions assisted by funding from the United Way. Some Other Participants include:
 - Western Ottawa Community Resource Centre
 - South Nepean Satellite Community Health Centre
 - Eastern Ottawa Resource Centre
 - Orleans Cumberland Community Resource Centre
 - Youth of Manotick Association
 - Manotick Village Community Association
 - Community Champions
- More than 1200 participated in this study. The level of interest level has been very good. This repeats our experience with the 2020 Carp Transportation Survey.
- More evidence of the interest in this topic is seen where the visits to our web site are approaching 10,000.

RURAL OTTAWA TRANSPORTATION STUDY

In 2021 the Rural Transportation Solutions Working Group conducted two surveys (1220 responses) and 14 community conversations



Who Needs a Solution?

Many residents see a rural transit solution as important, however, others prefer to drive and are not interested in transit services. Services that cater to seniors, youth, modest or low-income earners, single parents, and persons with disabilities are important



Important Factors

The most important factors for residents when considering a rural transportation solution are **reliability and affordability**.



Best Solution Options

- More OC Transpo Service
- Park and Ride closer to home
- On-Demand Transit
- Shuttle from community to an existing Park and Ride
- Pre-booked appointments



- Today's presentation will highlight our findings. A full report on the results will be made public soon and will be provided to all councillors.
- Participation has been from across all four rural areas
- All age groups have been engaged.
- One-quarter of respondents contributed comments of substance.
- To oversimplify the results of our survey, residents say:
 - Any solution must be reliable and affordable
 - solutions must cater to the wide range of needs – with appropriate attention to seniors, youth and those who are disadvantaged
 - for many solutions, making connection with the existing OC Transpo system is preferred. This will require more Rural Express routes as well as Park and Rides
 - local solutions will likely be needed to feed into the core of OC Transpo routes
- Feedback that will strongly influence any final solution includes:
 - there are mixed opinions on the need for a transportation system,
 - the transportation needs of those needing rush-hour transportation to their place of work are very different from those needing to travel throughout the day – often within their Ward.,
 - slightly more than half acknowledge the need for some funding from the general taxpayer.

1220 Respondents Total

Osgoode Ward	400
West-Carleton Ward	320
Rideau-Goulbourn Ward	250
Cumberland Ward	170
Adults (25 - 64)	840
Seniors (65+)	300
Young Adults (19 - 24)	30
Youth (13 - 18)	20



- Future work will seek more involvement from Cumberland Ward and participation of a greater percentage of Youth and Young Adults.

Top 5 modes of Transportation Identified

- 1) Automobile as Driver
- 2) Automobile as Passenger
- 3) Walking
- 4) Biking
- 5) Urban Transportation



- Not surprisingly in the rural area where there are few alternatives to the private car, most movement is by automobile.
- Fewer than 10% of our respondents use OC Transpo regularly.
- The extent of walking and cycling is important to note for the Active Transportation component of the TMP.

Top 5 Purposes of Trips Identified

- 1) Shopping and Household Errands
- 2) Getting to usual Place of Work
- 3) Visiting Friends/Family
- 4) Recreation and Leisure
- 5) Health and Personal Care



- There was almost equal reporting of the priority of **Shopping and Household Errands** compared with trips for **Getting to Usual Place of Work**.
- This situation reinforces the need to provide solutions that cover the full spectrum of needs.

Top 5 Travel Destinations Identified

- 1) Local (within your community)
- 2) Nearest Village
- 3) West End of Ottawa
- 4) South End of Ottawa
- 5) Downtown



- While there are some differences in the patterns among the rural areas, a high percentage of travel is to or within the nearest village or to an adjacent village.
- The responses on the travel destination are quite consistent with the results reported in the 2011 Origin-Destination Study.

What is the most important thing to you when deciding on a rural transit solution?

- Reliability
- Affordability
- Solutions that address Seniors' Needs
- Solutions that address Youth Needs
- Flexibility of Service
- Solutions that help People Leave Rural Villages

- Reliability concerns are likely influenced by bad press of LRT and OC Transpo
- Discussions on the costing aspect and 'affordability' point to the need to provide residents with more information on costs among the alternatives.
- Solutions to-date have tended to emphasize

the work/rush hour needs. Our survey results remind of the full spectrum of needs.

Elaboration:

- Reliability: **69%**
- Affordability: **59%**
- Solutions that Address Seniors' Needs: **48%**
- Solutions that Address Youth Needs: **44%**
- Flexibility of Service: **41%**
- Solutions That Help People Leave Rural Villages: **38%**
- Solutions that include cycling friendly neighbourhoods: **26%**
- Solutions that include multiple service options: **24%**
- Solutions that help bring people into rural villages: **23%**
- Solutions that address local business needs: **15%**

Which transit solutions do you think would be good for your community?

1) More OC Transpo service	44%
2) A Park and Ride closer to home	39%
3) On-demand transit	37%
4) A shuttle from your community to closest park and ride	33%
5) Pre-booking an appointment	17%



- There is a common recognition that we do not need a stand-alone solution but need a means to efficiently connect to the urban-based OC Transpo system
- The on-demand solutions include a range of taxis, ride-share, and mini-buses/vans.

On-demand and pre-booking solutions remind that solutions cannot be limited to the rush-hour work requirements but must also satisfy the off-peak needs throughout the rural area.

Would you be willing to see an increase in taxes for transportation services?

No	45%
Maybe	37%
Yes	18%



- Responses reflect the two distinct groups:
 - those who accept automobile travel as a rural fact-of-life and have the means to rely on it
 - those who have the need for public transportation and who see the value in it

How important is cycling in your community?

1) Somewhat important	34%
2) Very important	24%
3) Not important	17%
4) Not Sure	14%
5) Somewhat unimportant	10%



- The frequency of walking and cycling is important to note for the Active Transportation component of the Transportation Master Plan.

When residents were asked if they could rate the safety for cyclers in the community the average response was 3 on a scale of 1 - 10

Additional Feedback



- 1) People who move/live here understand the need for a vehicle and public transportation is not needed
- 2) Improved cycling infrastructures particularly paved shoulders, off-road pathways and increased safety
- 3) Mixed opinion of OC Transpo
- 4) In favour of shuttle/commuter bus system
- 5) The need for improvement of walking amenities (sidewalks/pathways)
- 6) The need for better roads/road modification
- 7) In favour of the LRT/train system in rural communities

- A common comment is that the respondent knew of the rural transportation shortfall and accepted it as a fact-of-life. But this begs the question of the Official Plan's Big Move #2 that aims to have the majority of Ottawa use 'sustainable transportation' and to reduce the dependence on the private automobile.

transportation' alternatives are frequent – particularly as the average rating for Safety is only 3 out of 10.

- Publicity about the unreliability of OC Transpo and LRT This detracts from the general recognition that a solution should be based on delivering rural residents to this system

Next Steps

- Final Report to be shared with rural councillors and city staff.
- Engage Transportation Master Plan staff.
- Improve engagement of Youth and Young Adult populations.
- Conduct an additional survey with emphasis on origin-destination patterns and affordability.
- Continue to work on developing a feasible plan that can meet the range of rural transportation needs.

- We will be sharing our Final Report on this survey with rural councillors and city staff.
- We will be engaging with the Transportation Master Plan staff.
- We will be working to increase the involvement and input of Youth and Young Adults when identifying the transportation needs.

survey with emphasis on the Origin-Destination patterns and affordability.

- We continue to work to develop a feasible plan that can meet the range of rural transportation needs. We are planning to have a Preliminary Proposal ready in September 2022.

That concludes my presentation..... We hope that you, as rural councilors, will continue to support our work to develop some Rural Transportation Solutions.

At this stage, your efforts to help us communicate our ongoing work to rural residents will be invaluable.

? Questions ?



"... "There is no rural transit here. My son cannot work because of it, or relies on family to get him there and back. At 24 he would like some independence... He can't even get para transpo to come reliably, nor would they take him into Kemptville, which actually has jobs..."

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