

Rural Transportation Solutions



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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...”



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Survey Results



1127 Respondents Total

Osgoode Ward	403
West-Carleton Ward	315
Rideau-Goulbourn Ward	244
Cumberland Ward	165
Adults (25 - 64)	839
Seniors (65+)	299
Young Adults (19 - 24)	30
Youth (13 - 18)	23



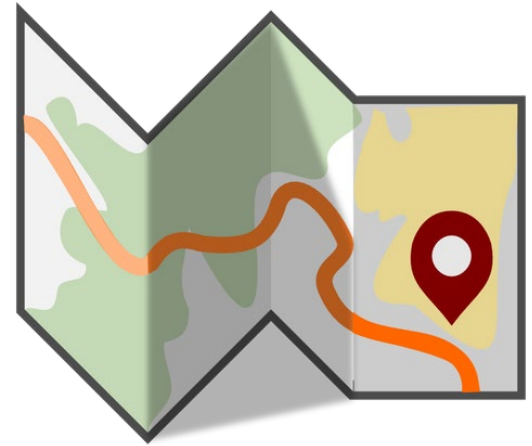
Top 5 modes of Transportation Identified

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



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



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



How important is cycling in your community

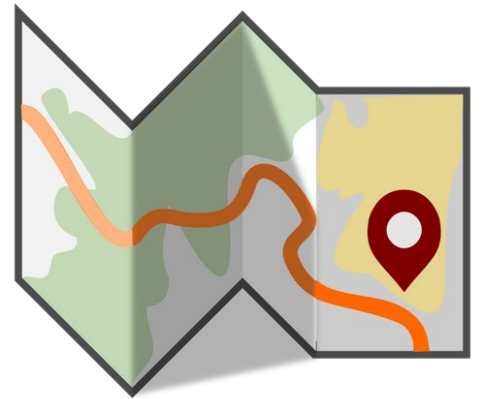
1) Somewhat important	34%
2) Very important	24%
3) Not important	17%
4) Not Sure	14%
5) Somewhat unimportant	10%



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**

Which transit solutions do you think would suit your community? (Select all that apply)

- | | |
|---|-----|
| 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% |



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

No	45%
Maybe	37%
Yes	18%



What is the most important thing to you in a rural transportation solution?

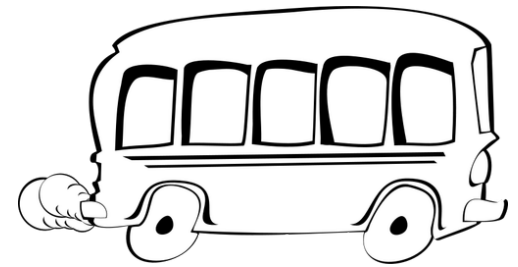
- Reliability: **69%**
- Affordability: **59%**
- Solutions that Address Seniors' Needs: **48%**
- Solutions that Address Youth Needs: **44%**
- Flexibility of Service: **41%**
- Solutions That Help People Leave Rural Villages: **38%**
- Solutions that include cycling friendly neighbourhoods: **26%**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

The reality for some rural residents

"...I facilitate local playgroups with EarlyON. A mother contact 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."

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) In favour of OC Transpo
- 4) Not in favour of OC Transpo
- 5) In favour of shuttle/commuter bus system
- 6) The need for improvement of walking amenities (sidewalks/pathways)
- 7) General negative comments about cyclists
- 8) The need for better roads/road modification
- 9) In favour of the LRT/train system in rural communities

Trends Among Age Groups

- Seniors prioritized transportation for seniors
- Youth prioritized transportation for youth
- All ages rated bike safety between 3 and 4 /10
- All ages rated pre booking of appointments as the least favourable option

Most of the data collected was very similar across all age groups!

Next Steps

- Distribute 2 - 3 page narrative report on final findings to stakeholders including all four rural counsellors, city staff and Transportation Master Plan staff
- Share infographic with basic findings to community members
- Receive feedback from webinar participants.



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“... “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...”