

Kanata North Transportation Survey 2015

Summary of Survey Findings
June 24, 2015

Presentation Outline

- Welcome!
- Sponsors and Door Prizes
 - Bushtukah, Safer Roads Ottawa
- Who and What is TACK?
- Purpose of the Survey
- Summary of Survey Findings
- Recommendations
- Next Steps
- Questions & Discussion

Transportation Action Committee Kanata North

- The Transportation Action Committee Kanata (TACK) North is a group of community volunteers
- Attempts to understand the transportation needs of Kanata North residents in order to make recommendations to Councillor Marianne Wilkinson
 - KN Cycling Map project
 - KN Transportation Survey
- The survey helped us to identify the needs and concerns of Kanata North residents regarding Active Transportation
 - TACK members who worked on the survey are John Neale, David Lee, David Olson, Sefton Haisz, and Andrew McAllister

Purpose of the Kanata North Transportation Survey

- Purpose: Identify *why* people use Active Transportation in Kanata North, as well as their *concerns* and *suggested improvements*
 - Goal: Increase Active Transportation in Kanata North
 - Through the Kanata Courier, Newsletter, and the Kanata North BIA list we received over 500 responses
- Survey findings should help the City to prioritize ways to increase the use of Active Transportation modes in Kanata North
 - For the purposes of this survey, Active Transportation includes Public Transit, Cycling, and Walking

Survey Participation

- Launched April 23, data was collected until May 15 from 544 participants
- 72% of respondents live in Kanata North, of these half also work in Kanata North
- Focus of survey was on Active Transportation
- 1288 comments received through open-ended questions
- **Travel frequency by mode** shows that we are very dependent on cars:

<u>Frequency by Mode</u>	Daily	4 to 6 / week	1 to 3 / week	At least 1 / week
Car with 1 person	47%	19%	12%	78%
Car with 2+ persons	16%	16%	18%	50%
Walk	18%	11%	16%	44%
Public Transit	12%	11%	5%	28%
Bicycle	3%	7%	13%	23%
Other	1%	2%	6%	9%

Challenge: How do we reduce this dependency? How do we increase the use of Public Transit, Cycling and Walking?

Survey Results - Transportation Modes

1) When considering my method(s) of transportation, I choose the method(s) of transportation that:

Number of respondents : 544



	Total	%
1. Allows me to get to my destination on time	484	89
2. Is flexible and convenient	338	62
3. Is safe	251	46
4. Minimizes my financial cost	238	44
5. Is comfortable	213	39
6. Minimizes my impact on the environment	119	22
7. Gives me some physical exercise	108	20
8. Allows me to include passengers	101	19
9. Lets someone else do the driving	77	14

Decision Factors:

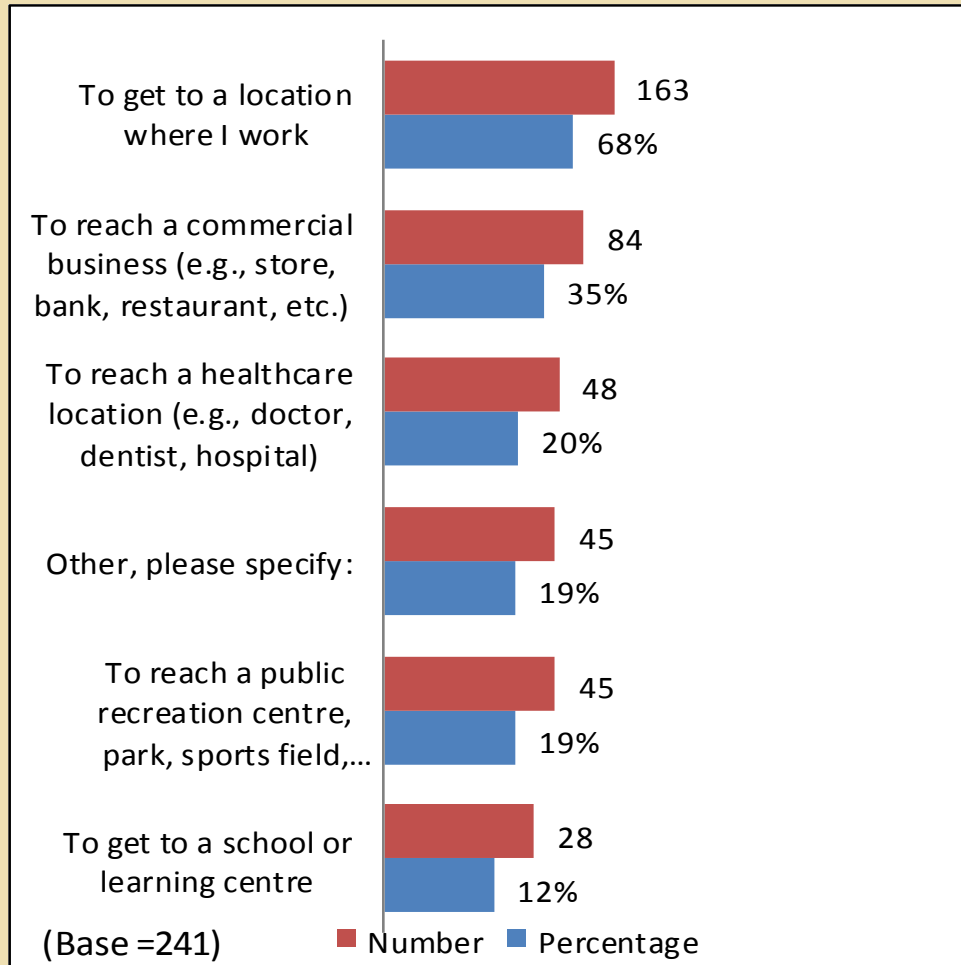
- First cluster (1,2) relates to perceived reliability and convenience of mode
- Second cluster (3,4,5) relates to safety, cost, and comfort
- Third cluster (6,7) reflects an Active Transportation focus

84% of respondents felt that active transportation contributes to his/her quality of life

Conclusion: In order to grow Active Transportation, planners will need to address the top 5 decision factors

Survey Results - Public Transit

Why do I use Public Transit?



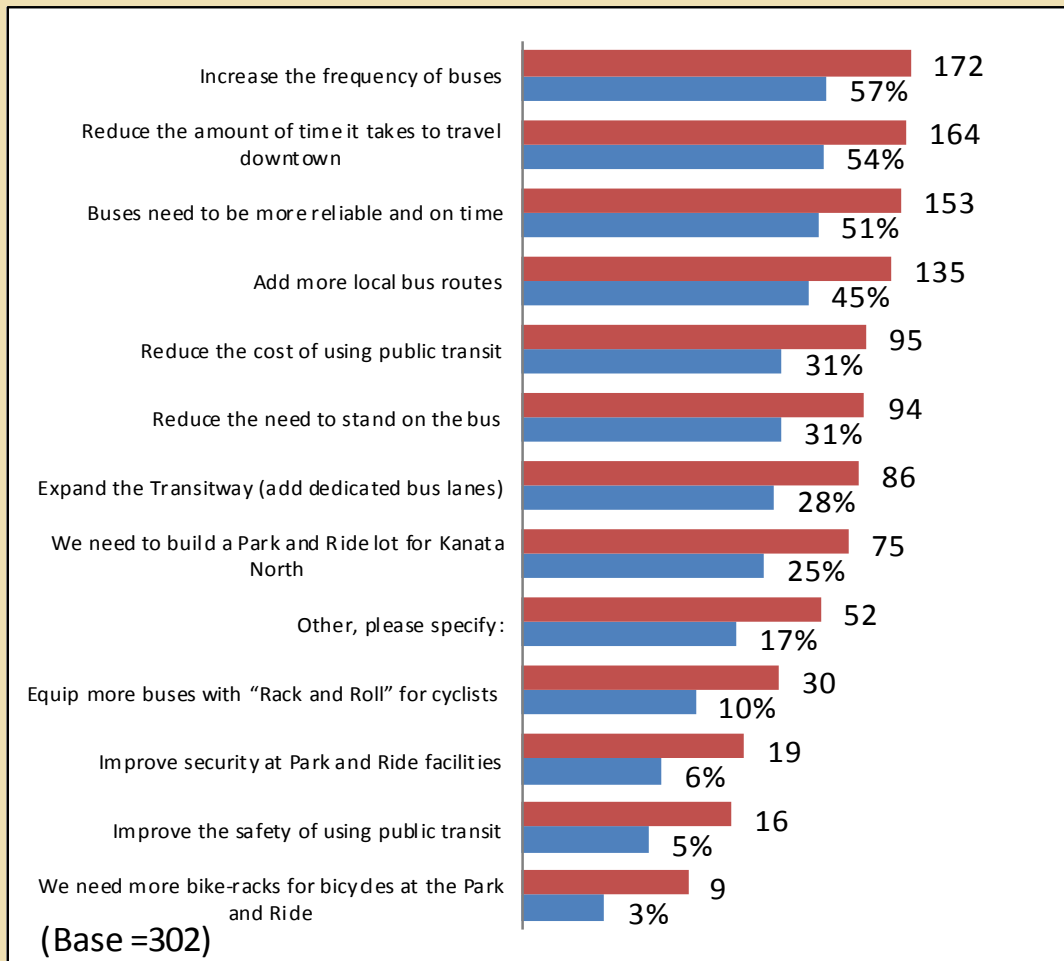
- Public Transit has had modest success with downtown trip to work and vice-versa
- Other destinations are more elusive

How do we INCREASE the use of Public Transit for the trip to work and beyond, knowing that

- (1) Respondents are not happy with current level of service from OC Transpo in Kanata North
- (2) Respondents are generally supportive of HOV lanes & Transit lanes, but not at the expense of reducing current capacity for cars

Survey Results - Public Transit

What needs to be improved?



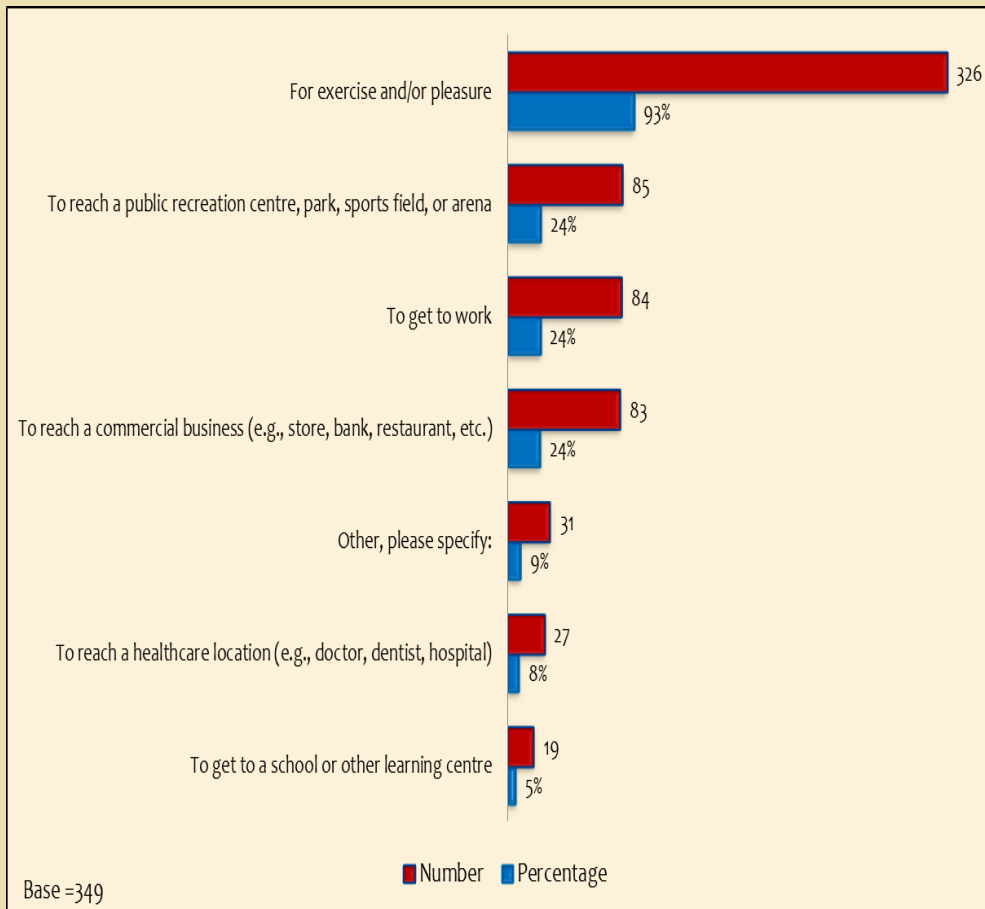
Top Improvements:

- Reduce time spent waiting for buses
- Reduce transit time to downtown
- Improve service reliability
- Enhance local bus service
 - Including better connectivity between North and South Kanata
- Improve comfort
 - Less standing on the bus

If their top 5 concerns were addressed, 50% said they would increase their bus trips on average by 4 trips per week

Survey Results – Cycling

Why do I cycle?

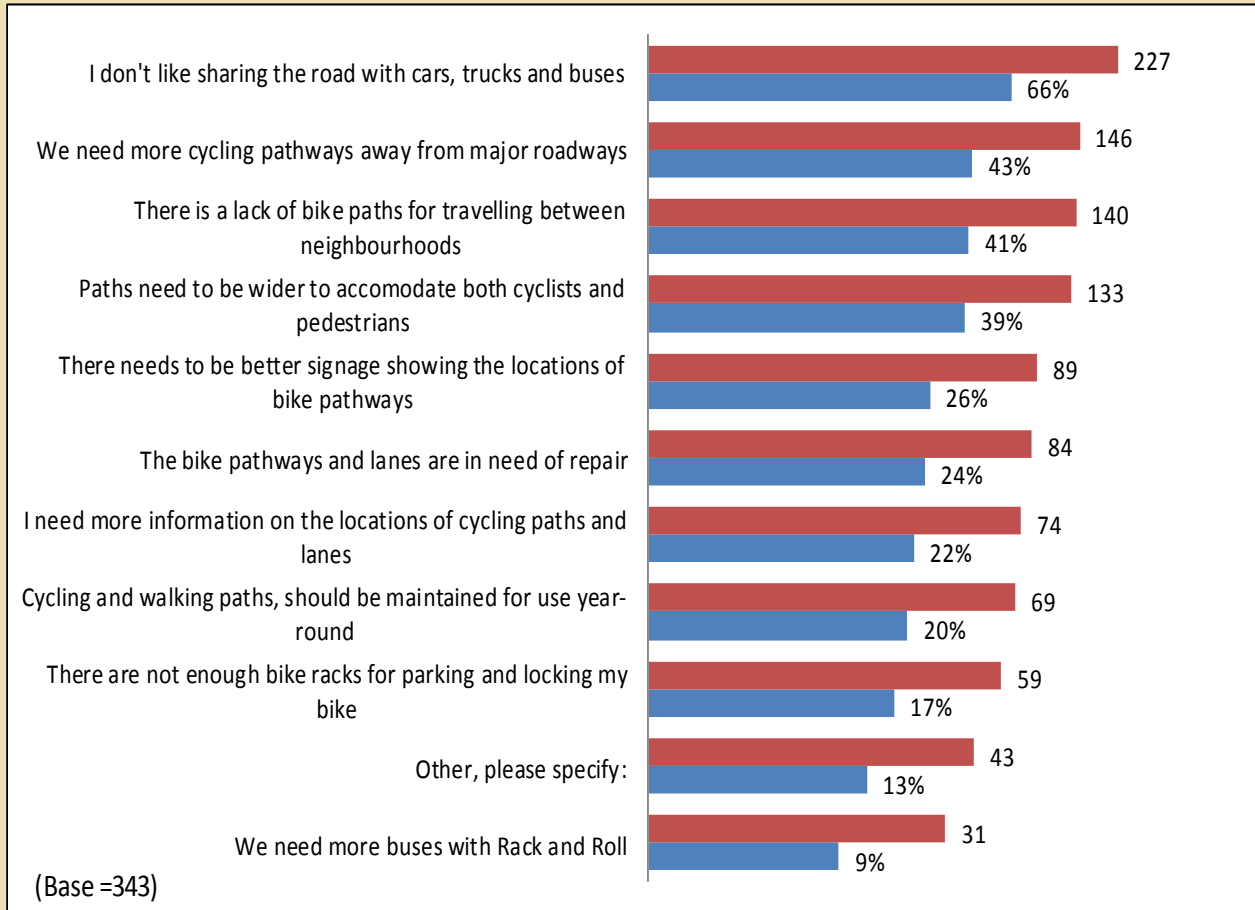


- Currently, cycling is mainly undertaken for exercise and/or pleasure
- However, core groups also cycle to reach destinations
 - Public Recreation
 - Work (mainly intra-Kanata)
 - Shopping

How can we build on the use of Cycling not only for exercise and pleasure but also for destination-related travel?

Survey Results – Cycling

How can cycling be improved?



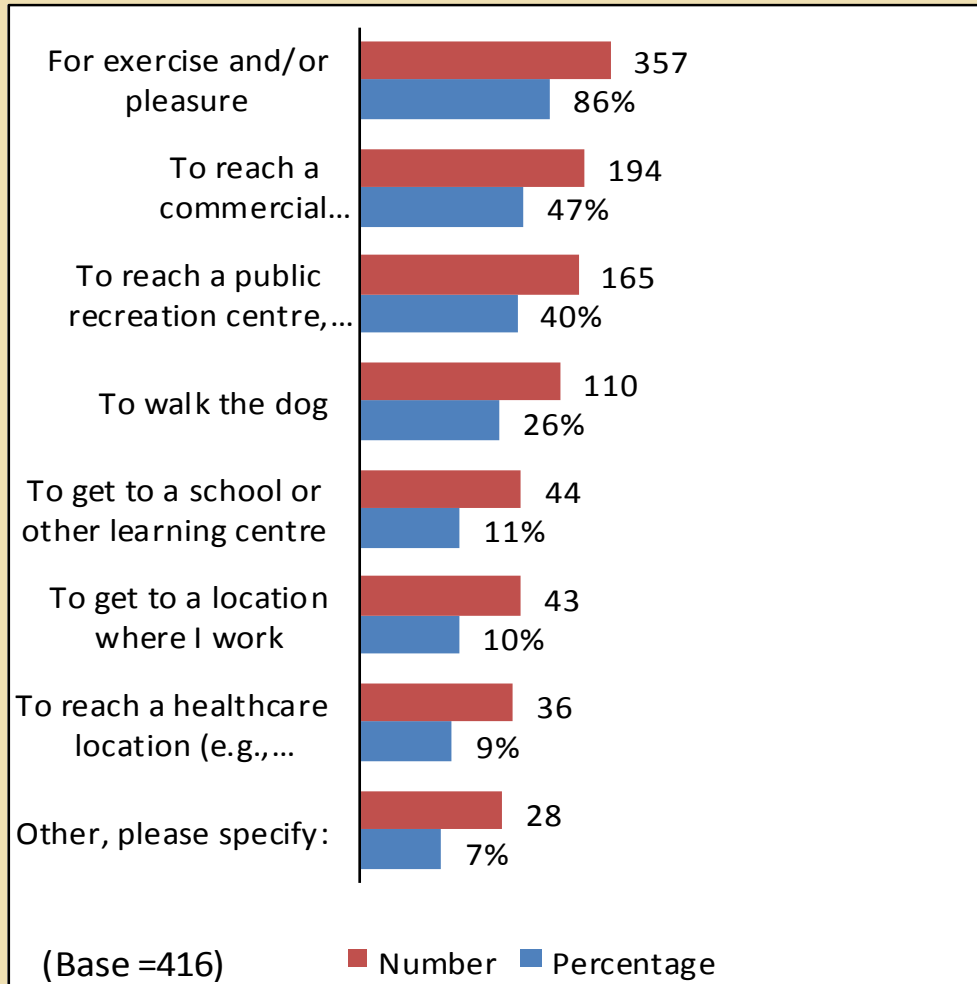
Here's how:

- Address concerns about safety by providing more segregated lanes & pathways
- Connect neighbourhoods (including North and South Kanata)
- Eliminate hazards and maintain cycling lanes and pathways
- Provide better signage and maps
- Provide more bike racks

If their top 5 concerns were addressed, 52% said they would increase their cycling trips on average by between 1 and 2 trips per week

Survey Results – Walking

Why do I walk?

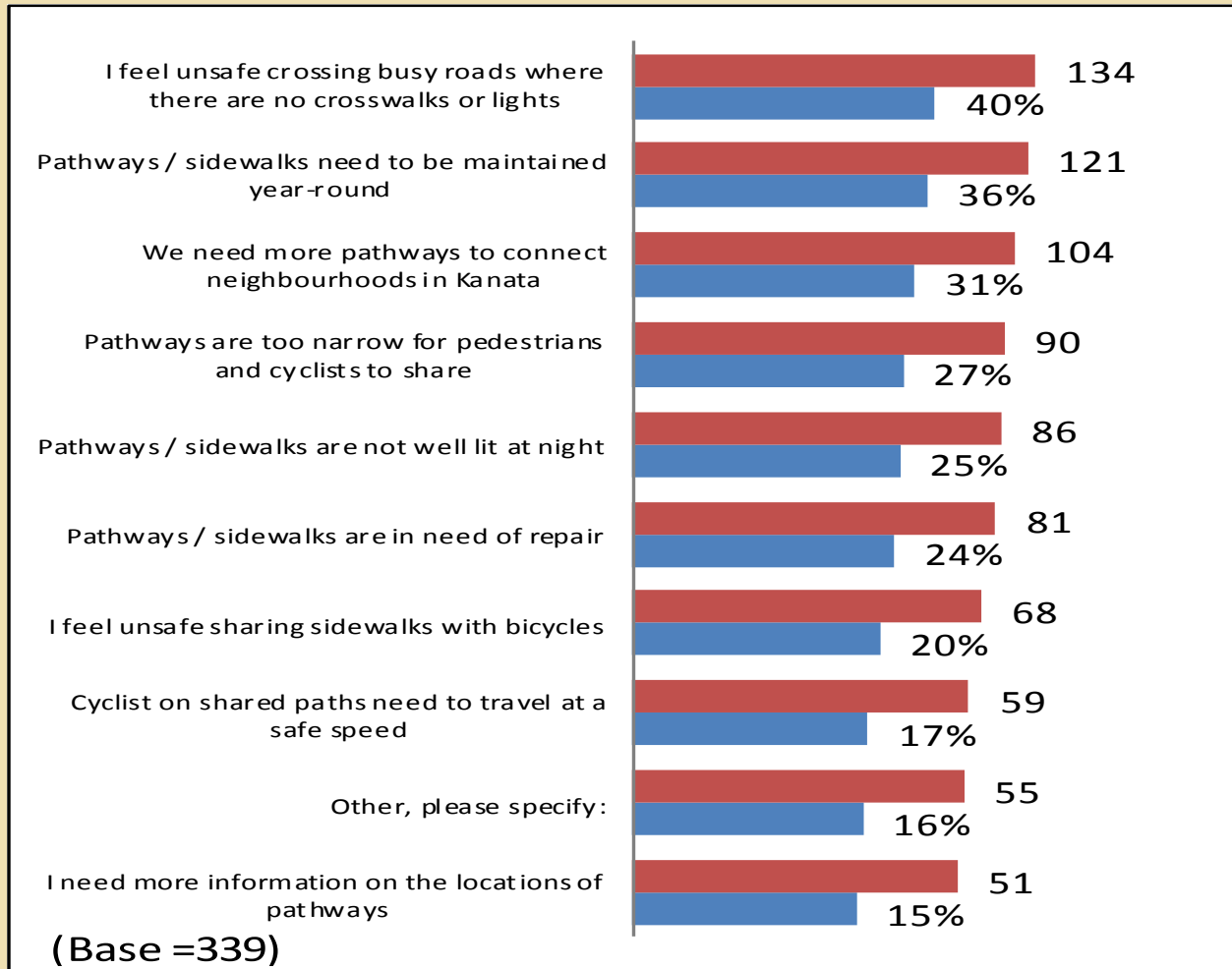


- Like cycling, walking is predominantly done for exercise and pleasure
- However, walking is used more often (than cycling) to reach commercial and public recreation destinations

How can we increase walking as a mode of transportation?

Survey Results – Walking

How can walking be encouraged?



Here's how

- Address top five safety concerns
 - 1,2,4,5,6
- Improve pathway connectivity between neighbourhoods

If their top 5 concerns were addressed, 42% said they would increase their walking trips an average by between 2 and 3 trips per week



Recommendations – Public Transit

- Faster bus service to downtown
- Reduce time spent waiting for buses
- Improve service reliability
- Enhance local bus service
 - Including better connectivity between North and South Kanata
- Less standing on the bus
- Compile open-ended comments, concerns and suggestions
 - E.g., regular bus service to Centrum, Kanata North Business Park and Kanata South, routing improvement suggestions, service to Tanger Outlet Mall, etc.



Recommendations: Cycling

- Keep roadside bike lanes clear of trash and gravel
- Build more bike pathways separate from busy roadways
- Promote safe cycling and respect for pedestrians: *share the path!*
- Promote safe driving and respect for cyclists: *share the road!*
- Improve signage and lane markings for pathways and bike lanes
 - Deal with disappearing bike lanes at intersections
- Provide better connectivity between neighbourhoods
 - E.g., Between north and south Kanata, Kanata Lakes to Arcadia to Fairwinds, Beaverbrook to Richcraft to Morgan's Grant, etc.
- Compile open-ended responses, concerns and suggestions
 - E.g., Campeau bike lane, safer crossing 417, KNL detour, lack of bike racks, etc.



Recommendations - Walking

- Create safe places for pedestrians to cross busy roads
- Improve maintenance and repair of pathways
- Provide better pathway connectivity between neighbourhoods
 - E.g., Between north and south Kanata, Kanata Lakes to Arcadia to Fairwinds, Beaverbrook to Richcraft to Morgan's Grant, etc.
- Widen pathways to accommodate both pedestrians and cyclists
- Compile open-ended responses, concerns and suggestions
 - E.g., cycling/pedestrian conflict on Campeau, need for sidewalks on busy streets and streets leading to schools, unsafe 417 bridge crossings, lack of path maintenance, Centrum not pedestrian friendly, safer crossings on March Rd, etc.

Next Steps

- A detailed report of the survey results will be provided to Councillor Marianne Wilkinson
 - Summary of results to be placed on her website
- Based on the results, TACK will be able to recommend priorities and areas of future focus
 - Still more work that should be done, including compilation of open-ended responses, neighbourhood level analysis, ranking of priorities, etc.

What can *you* do?

- Help by becoming a volunteer member of the TACK North team!
 - Talk with a TACK member tonight
 - Contact David Lee at dleetack@gmail.com
 - Let us know your areas of interest
 - Let us know the skills you can contribute

Questions and Discussion

- Thank you for your attention!
- Thanks again to our Sponsors
 - Bushtukah, Safer Roads Ottawa
 - Stay for the door prize draws!
- Comments or questions about the findings?
- Do you support the recommendations?
 - What are *your* concerns, suggestions, priorities?

Discussion

Discussion, cont'd

Appendix
Summary of Open Ended Responses
Q #3 only

Public Transit

Major Topic	Number
Regular Service to Centrum shopping centre	19
Better service during the day to Kanata North Business Park	15
Express bus routes need to be more direct within Kanata (less of a milk run)	13
Bring light rail to Kanata sooner than later	13
Express #64 should go straight to join 417 at Eagleson instead of going via Kanata Lakes	11
Direct route to downtown outside of peak hours, especially from Morgan's Grant	10
Improved service on route 93	10
Better local service within Kanata	9
Better service connecting Kanata North and Kanata South	8
More frequent service for Express routes	7
Regular service to Tanger shopping outlets	7

Cycling

Major Topic	Number
More bicycle lanes needed on collector roads and major roads	10
Bicycle access needed to Richcraft Centre and Morgan's Grant from Beaver Pond and Beaverbrook (end of Stacie Drive) because bicycle paths have been closed or removed by the KNL development)	9
Biking along March Road is dangerous, both in the Business Park area and also between Dunrobin Road and Maxwell Bridge	7
There are many comments about bicycle lanes disappearing at intersections, where it's felt that they are needed the most.	5
Access across highway 417 is scary (Eagleson, Terry Fox, Huntmar)	4
Bicycle lanes on roads: Confusion between Courtesy lanes and dedicated Bicycle lanes	3
Biking along Carling Avenue is dangerous, especially at the Railway bridge by the CRC (Communications Research Centre) complex	3
Better bicycling access from Kanata North to Eagleson park-and-ride	2

Walking

Major Topics	Number
Walking paths are not maintained well. Low spots do not drain and fill up when it rains or when the snow melts	8
Safe sidewalks needed on the bridges across highway 417	4
Sidewalks needed on Varley Drive for children walking to & from schools	3
More pedestrian friendly traffic lights. Pedestrian wait times are too long.	3
Separate the sidewalks and bike lanes from the traffic lanes on arterial roads (e.g., Campeau and March)	2
Bushes and hedges along Campeau Drive and Kanata Ave (between Campeau and second Goldridge) need to be cut back so as not to impede or hide the pedestrians. Pedestrians do not feel safe on these pathways at night.	2

Roads & Driving Habits

Major Topic	Number
Traffic flow on March Road is too heavy during rush hours	11
Enforcement of traffic laws to reduce aggressive driving and running stop lights	5
Install more roundabouts in place of some all-way stop signs or traffic lights	5
Traffic light wait times from a minor road are too long when the traffic on the main road is not heavy	4
Intersection of Terry Fox and Legget Drive needs stop lights or a roundabout	3
Improved road surface along Campeau Drive	3
Better traffic light synchronization on Terry Fox southbound for traffic going past Centrum; may require changes to the way the traffic lights work at the main Centrum entrance (opposite the Canadian Tire / PetroCanada gas stations)	3
Intersection of Kanata Avenue and the entrance to Centrum at Milestones/CIBC is dangerous. Either install traffic lights or have a no left turn from Kanata Avenue northbound	3
Too much Speeding on March Road, Campeau Drive and Knudson	3
More education on driving rules	2