

2015

Active Transportation Survey, Final Report



TACK Survey Team

Transportation Action Committee Kanata

North

5/25/2015

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- Karrie Turner, Councillor's Assistant to Councillor Wilkinson, City of Ottawa, Ward 4,

In addition, recognition is extended to all Kanata residents who took part in the pilot survey and in the May 2015 Active Transportation Survey.

Disclaimer:

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About Transportation Action Committee Kanata (TACK) North

The Transportation Action Committee Kanata (TACK) North is a dedicated group of volunteers formed in 2014 by Councillor Marianne Wilkinson as a quasi-independent organization which reviews the transportation needs of Kanata North residents and advocates on behalf of these residents.

In cooperation with various city of Ottawa departments, the Committee makes sound recommendations to the Ward Councillor regarding specific aspects of transportation within the boundaries of Kanata North (Ward 4). The aim of TACK is to foster a quality of service that benefits all residents who are users of bus transit, cycling, sidewalks (pedestrians), and roads as their modes of transportation. TACK meets monthly to discuss a wide range of transportation topics and concerns of Kanata North residents.

As our communities grows, Kanata North needs to invest significant energy to ensure that we have a comprehensive transportation infrastructure strategy that provides an affordable and accessible transportation option that benefits all residents today and in the future. They include seamless interconnections to all modes of services while maintaining a quality of lifestyle that is truly Canadian. TACK, through the formation of partnerships with the public and business will promote:

- Reliability of service so as to ease travel to, from and within the community
- Continuous improvement of all forms of safe transportation
- Reduction of traffic congestion by increasing transit ridership or alternate modes of transportation
- Conservation of energy through the use of SMART transportation modes that protect our environment and are sustainable in the future
- Enhancement of our community, so that they are safe and a desirable place to live, work, and visit
- Inclusion of all residents young and old, able and disable, tenants, homeowners and business
- Good governance through the TACK Terms of Reference

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ABSTRACT

The Transportation Action Committee Kanata (TACK) North in cooperation with Councillor Marianne Wilkinson embarked on a comprehensive Active Transportation Survey (ATS) in May 2015. The object was to identify and define the active transportation use patterns in the City of Ottawa, focusing on the area of Kanata north. As well, to identify any real or perceived barriers to active transportation in Kanata north. Survey invitations were sent out to over 4000 Kanata north using Councillor Wilkinson monthly newsletters email lists, Beaverbrook Community Association (BCA) membership list, Kanata Business Improvement Association (BIA) membership list, and the Kanata Lakes Community Association membership list. To ensure that there was an adequate random sampling and unbiased community representation the survey invitation was also posted in the Kanata Kourier newspaper during the survey period. The survey was confined to residents 16 years of age and older.

There were over 500 respondents who completed the Active Transportation Survey, May 2015. Not all questions were answered by the respondents, thus there is some variability in the uniformity of the results and was corrected for in this report. The survey concentrated on determining the preferred mode of transportation, frequency, purpose, and list of recommendations or concerns. This report highlights their main concerns and classified them in to five areas; public transit, cycling, roads, driving habits, and walking. Public transit still remains the greatest concern for Kanata residents for improvement.

As would be expected, the choice of active transportation is dependent on age, season, purpose and the physical environment. Respondents were given abundant opportunity to express their options in an unrestricted, free format field. There unabridged comments have been included in this report in Appendix A.

The survey did not look at socio-economic factors, levels of income, seasonal factors, and automotive transportation. These parameters were deemed to be outside the limits of this short survey and beyond the program cost constraints.

- What was found—the results, conclusions, and recommendations

1. INTRODUCTION

1.1. Purpose of the Survey

The Active Transportation Survey (ATS) was designed by the TACK survey team over a short four week period in April 2015. The ATS was released late April 2015 and activated for a two week period and ending on May 12, 2015. The ATS collects responses from residents in Kanata north with an objective to collect detailed transportation behaviour data, thereby permitting TACK to understand transportation profiles of Kanata residents, such as their modes of transportation, frequency, origin and destination of travellers (e.g. neighborhood, work location, etc.), trip purpose (e.g. work, education, shopping, recreation, etc.), access to public transit, and demographics (e.g. age, work status, gender, number of vehicles (cars, bicycles, etc.)). This will allow stakeholders to better understand the transportation behaviours, patterns for forecasting and planning and for monitoring the success of the current City of Ottawa Master Transportation Plan.

1.2. Report structure

This report is divided into the following five sections.

Section 1

Introduction

Section 2

Survey approach

Section 3

Survey results

Section 4

Discussions

Section 5

Conclusions and recommendations

Section 6

Appendices

1.3. Survey area

The survey was contained to the City of Ottawa, Kanata north, Ward 4. This area is defined by the map shown in **Figure 1**. Kanata north is bound by Eagleson Road / March Road (east), highway 417 (south), Terry Fox Avenue (west) and Old Carp Road (north). There are approximately 42,500 residents over a 24.2 sq. km area representing a density of 1,756 residents per sq. km.

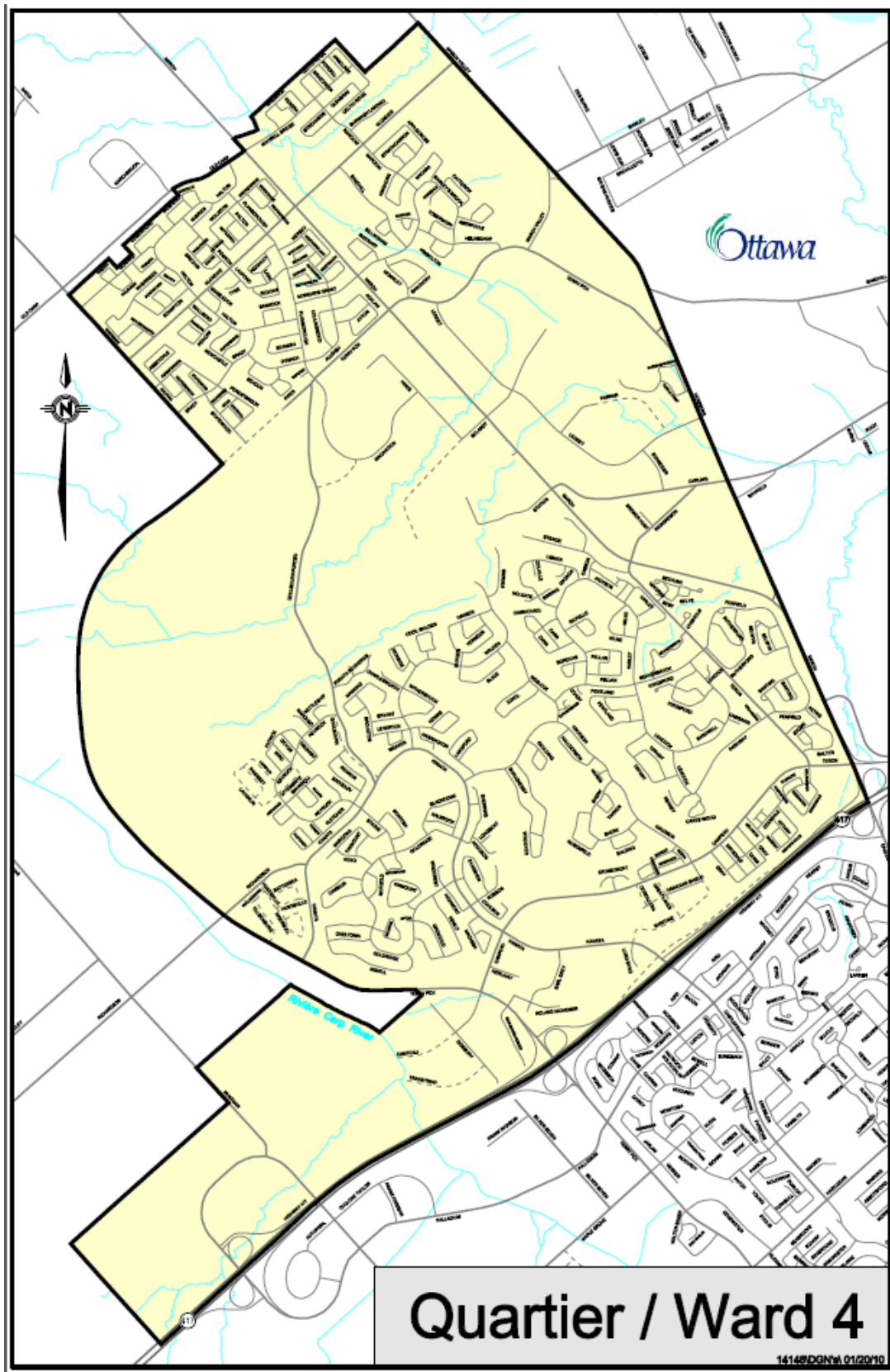


Figure 1, Kanata North, Ward 4

2. Survey approach

2.1. Survey Development

The development of the ATS was the responsibility of a small group of TACK members. This group worked quasi-independently to generate the survey questionnaire following consultation / recommendations from Councillor Wilkinson, and community stakeholders. Survey was planned using the process flow shown in **Figure 2**

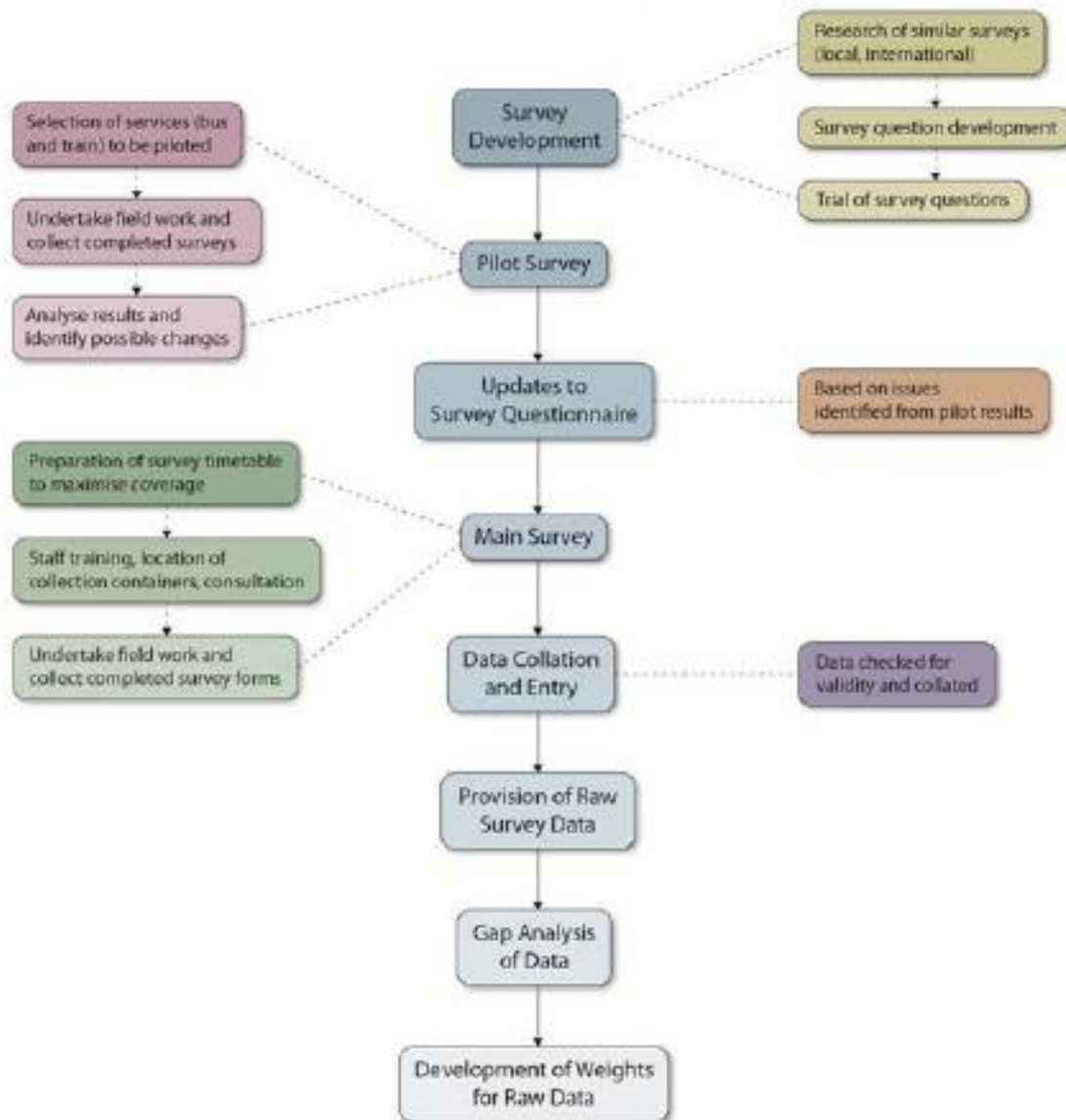


Figure 2, Survey planning [1]

The survey was divided into 5 sections. The first section established the modes of active transportation and their frequency, and priority for Kanata north residents. The second section explored cycling as a mode of active transportation highlighting frequency, barriers, and suggestions. The third section dealt with pedestrians in their various forms (walking, jogging, skate-boarding, in-line skating) as a mode of active transportation highlighting frequency, barriers, and suggestions. The fourth section looked at public transit and how residents utilize this valuable resource, again highlighting frequency, barriers, and suggestions. The fifth section deals with typical demographics such as age, neighborhood, number of vehicles and time spent daily travelling. Parameters not included in the survey were income levels and education as this would potentially reduce the number of participants.

A pilot survey was used to gauge the potential responses, debug and to evaluate the quality of the survey. A small selected group was used to isolate issues and changes were made based on their feedback.

2.2. Survey implementation

This project had no formal source of funding, other than funding from Councillor Wilkinson for the survey development tools (Simple Survey), therefore the only solution was to implement an on-line survey. Telephone and door to door survey methods were not used and as a result TACK was unable to confirm with absolute certainty the randomness of the survey. TACK does believe that the survey was well publicized and open to all residents of Kanata north during the survey period. The survey was active for two weeks, ending May 12, 2015.

Email listing from Councillor Wilkinson's monthly newsletter, Beaverbrook Community Association membership, Kanata Lake Community Association membership, and Kanata Business Improvement Association membership were used as it represented a well-defined group of approximately 4,000 Kanata residents. Survey notifications were also included in the Kanata Courier to ensure wide survey coverage. An expected response rate of 2-5% was anticipated based on generally accepted industry standards.

2.3. Survey analysis

All survey results were analyzed using commercially available office software. Microsoft Excel's statistical tools were sufficiently powerful enough to permit analysis without additional costs to the project.

3. Survey results

Methods of transportation

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

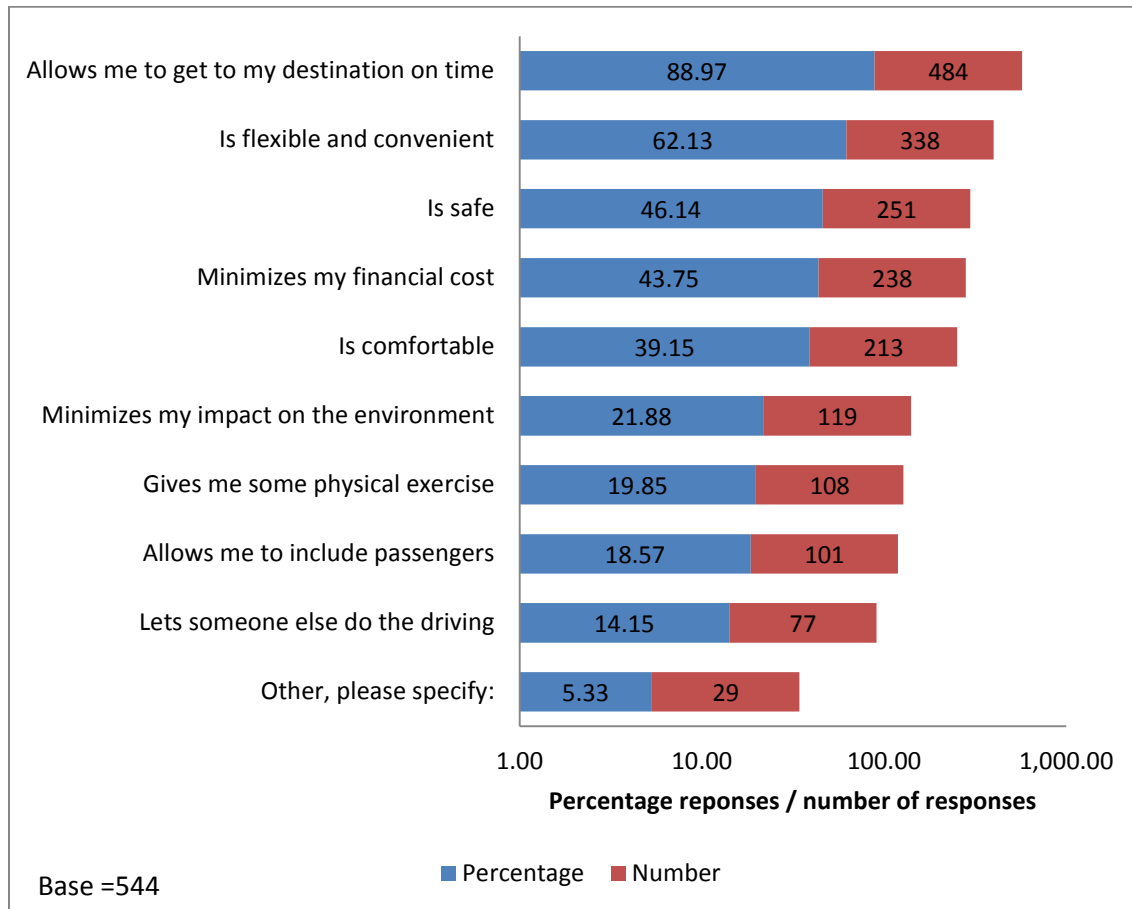


Figure 3, Methods of transportation, percentage and number

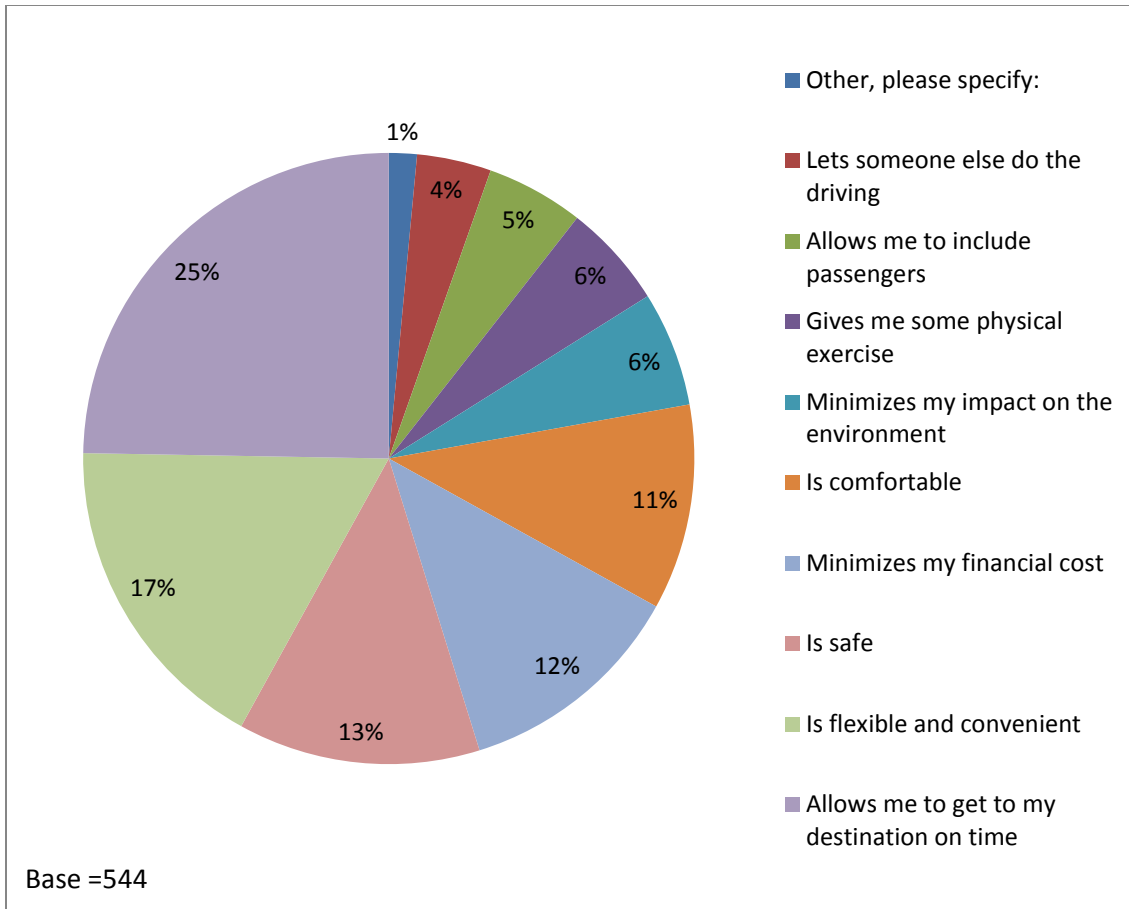


Figure 4, Method of transportation, normalized percentage

3.1.2. Question 2, Thinking about your regular day-to-day travel, how often do you make a trip using the following modes of transportation.

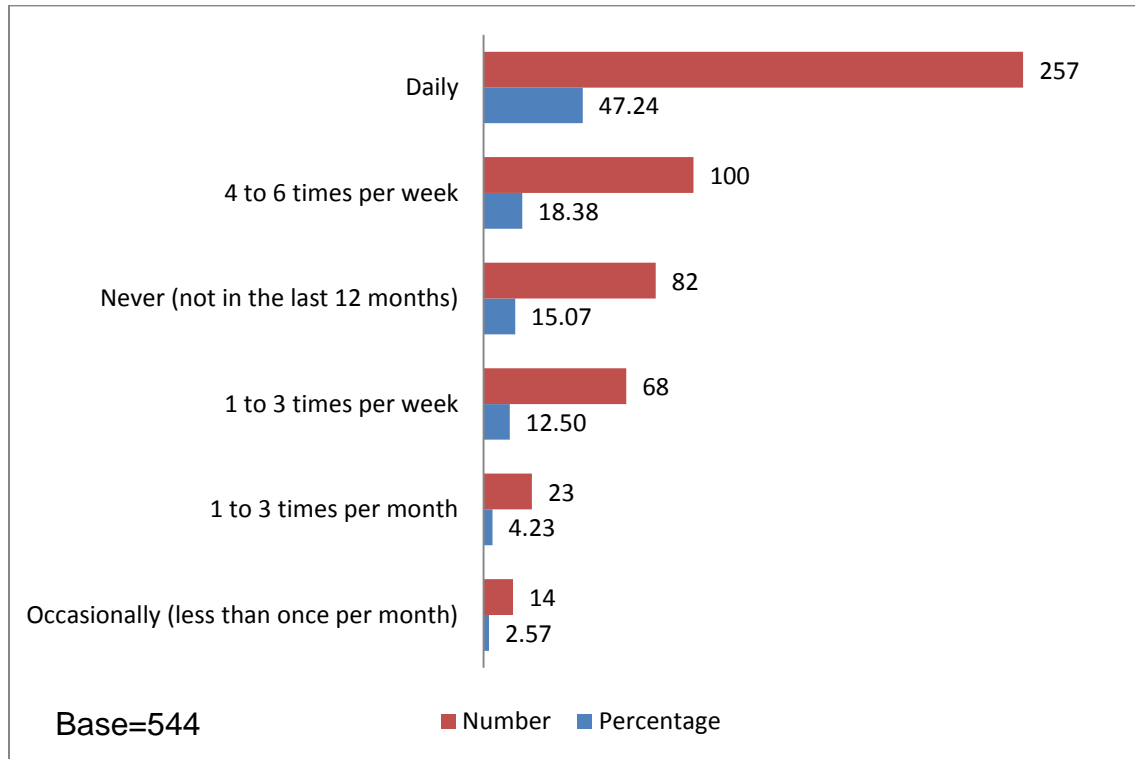


Figure 5, Car or light truck (one person), percentage and number

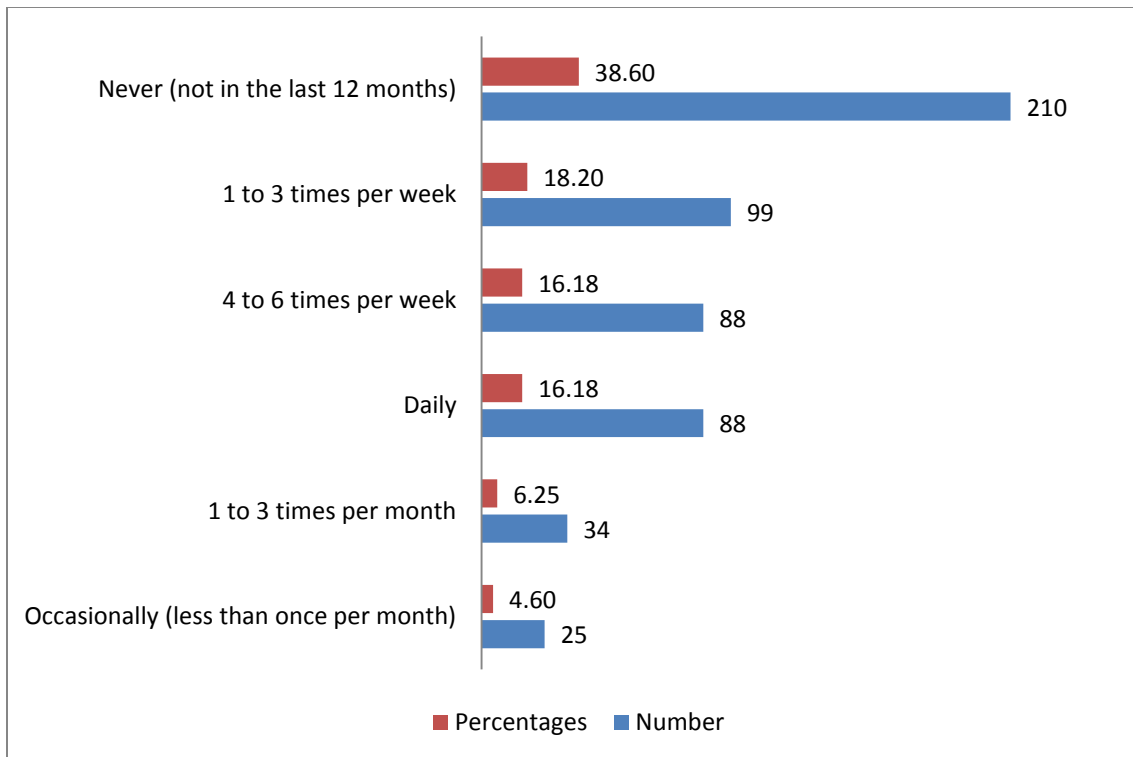


Figure 6, Car or light truck (two or more persons), percentage and number

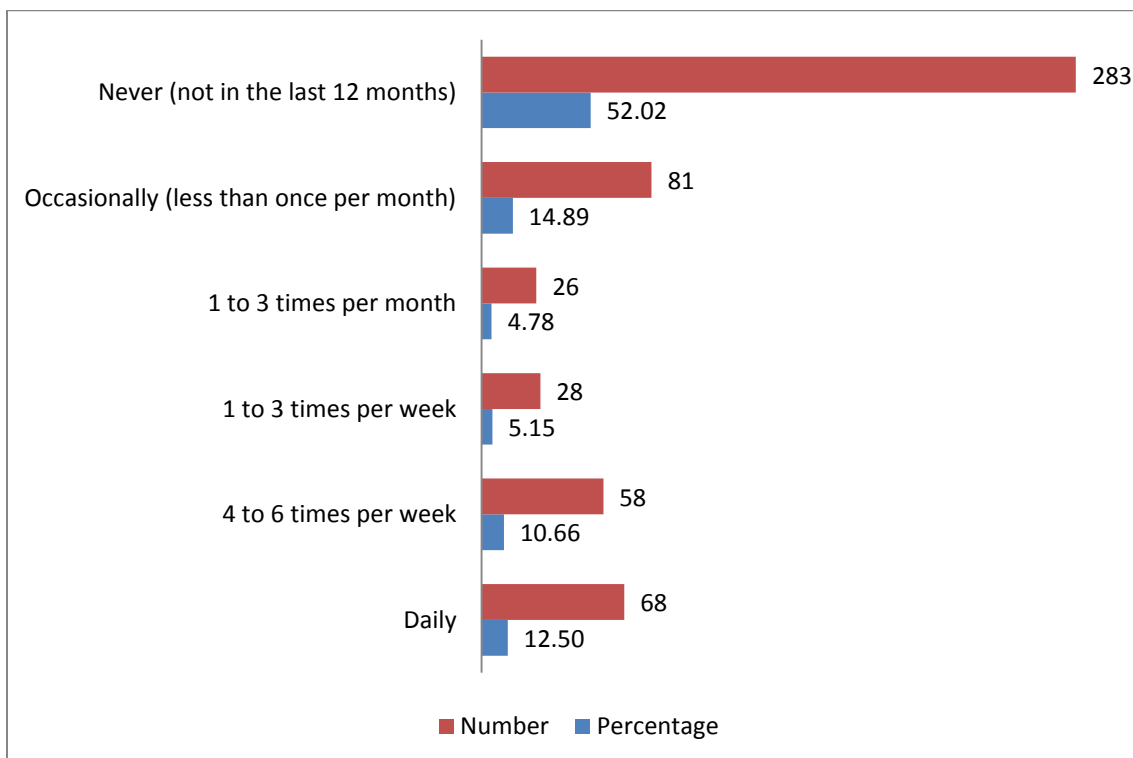


Figure 7, Public transit, percentage and number

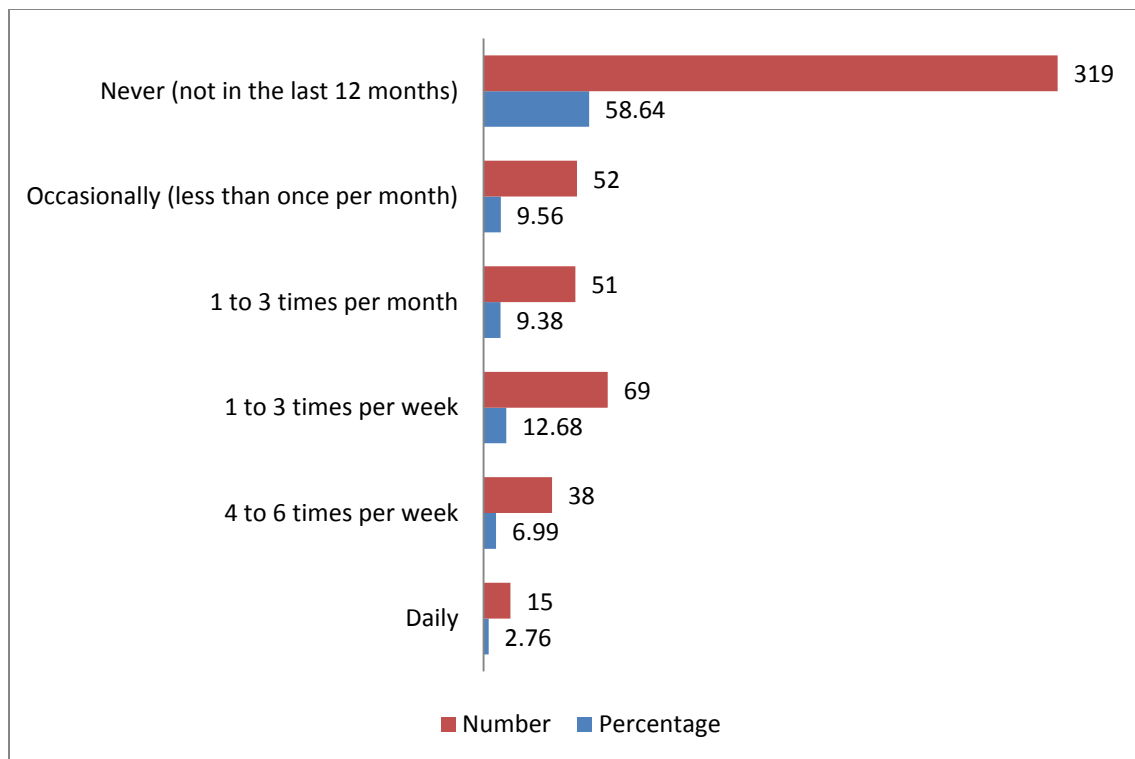


Figure 8, Bicycle, percentage and number

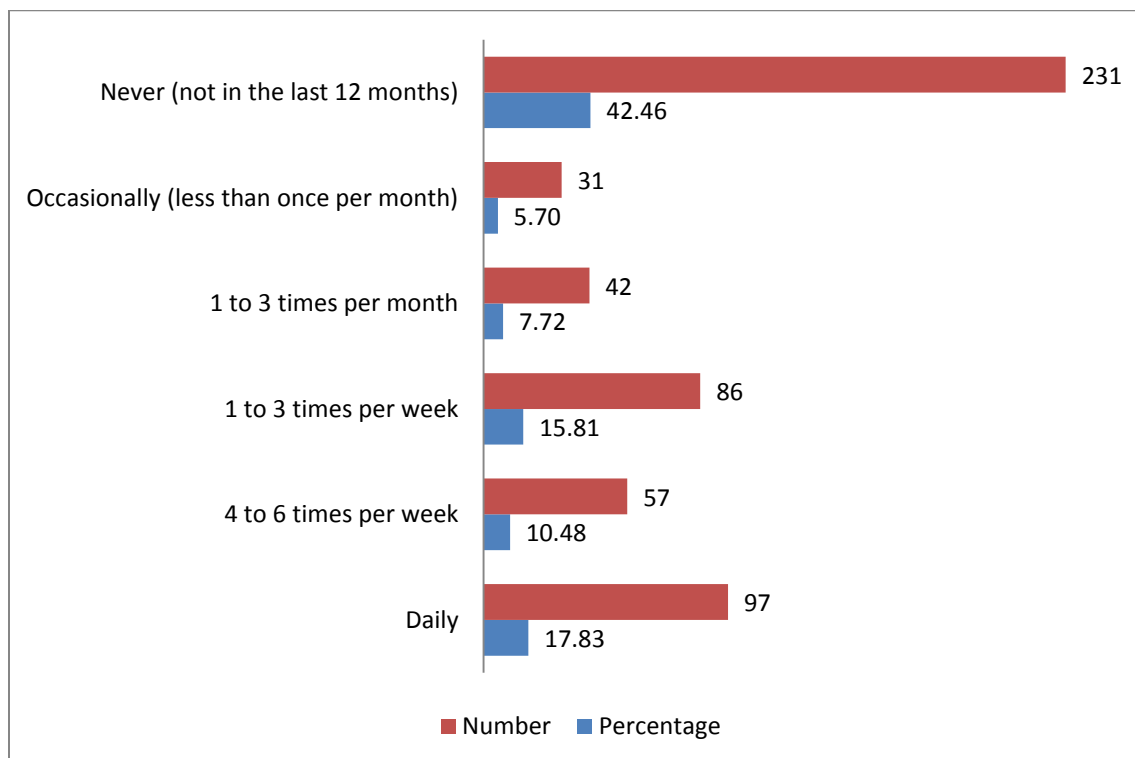


Figure 9, Walking, percentage and number

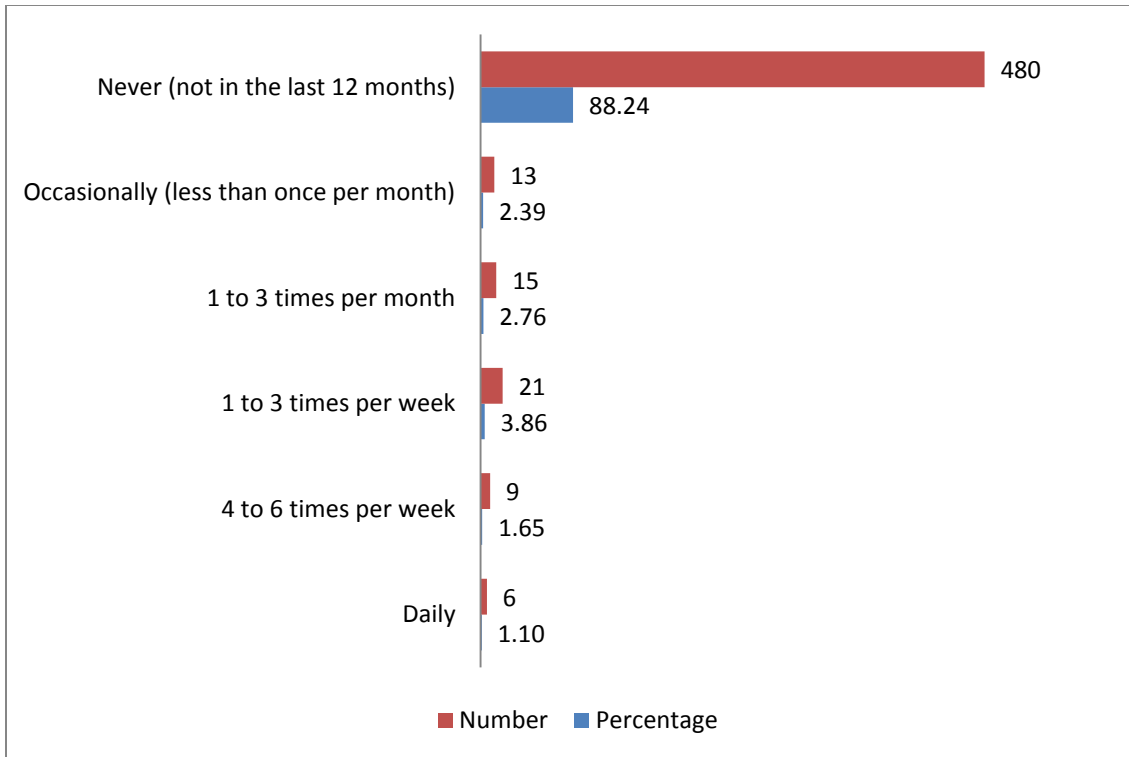


Figure 10, Jogging, percentage and number

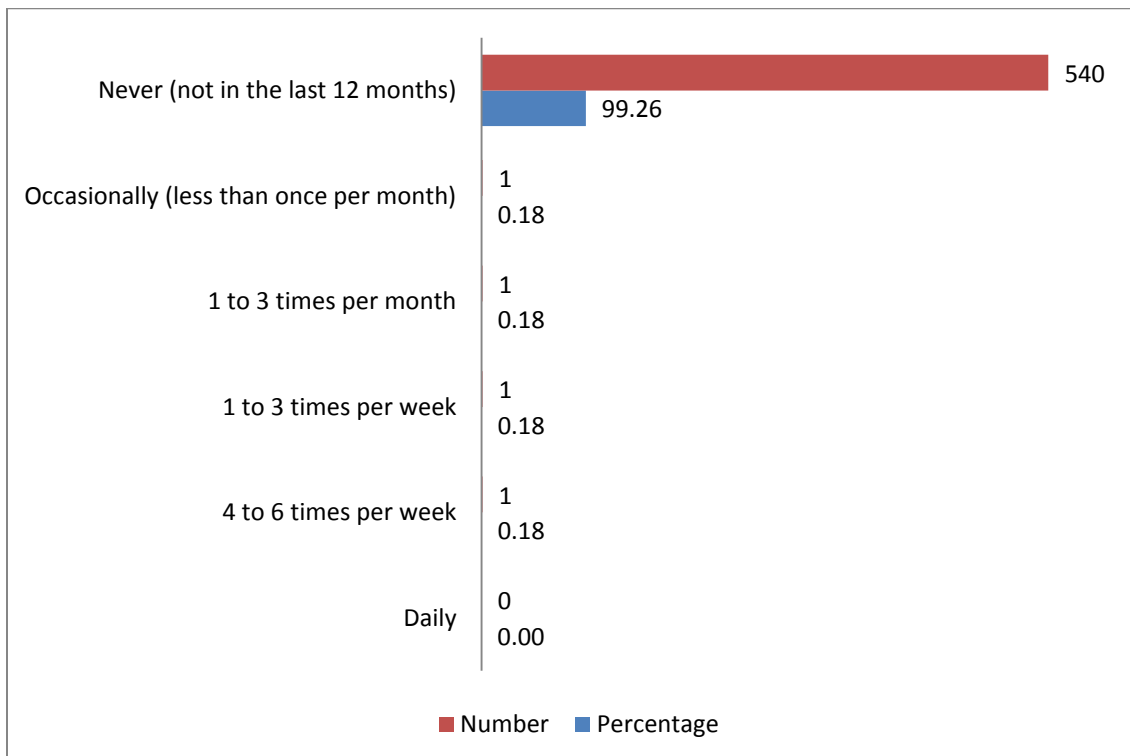


Figure 11, skateboarding, percentage and number

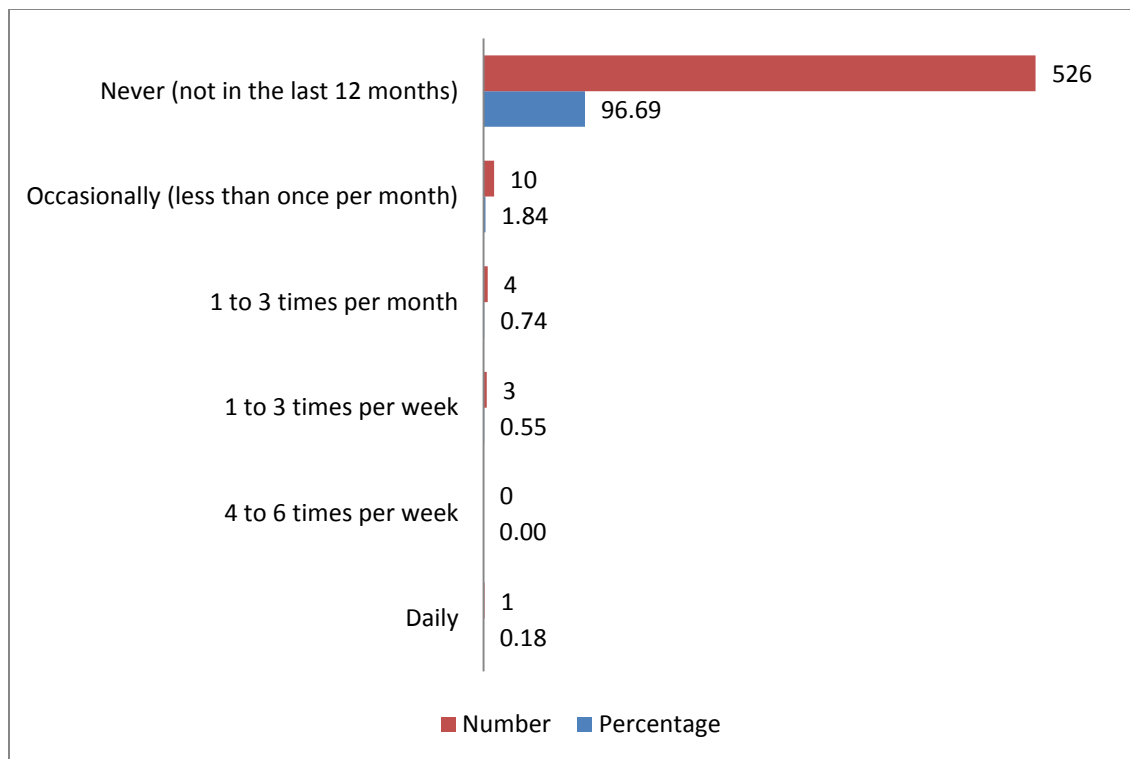


Figure 12, in-line skating, percentage and number

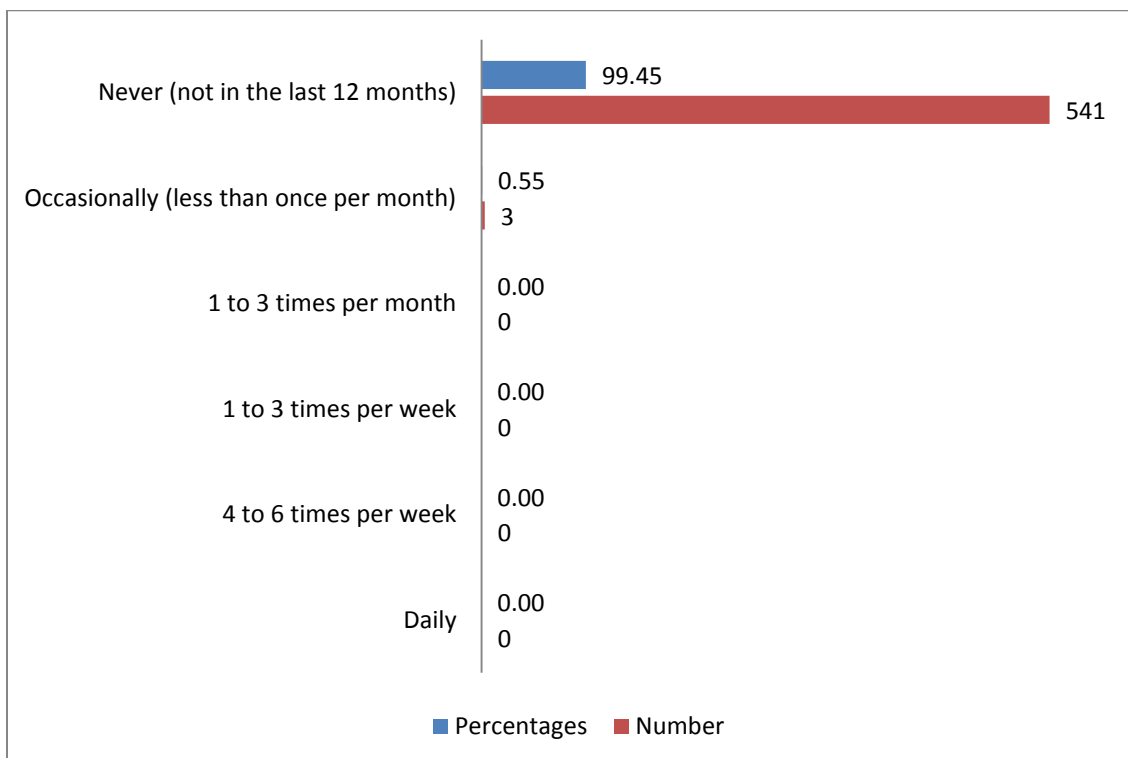


Figure 13, Para-Transpo, percentage and number

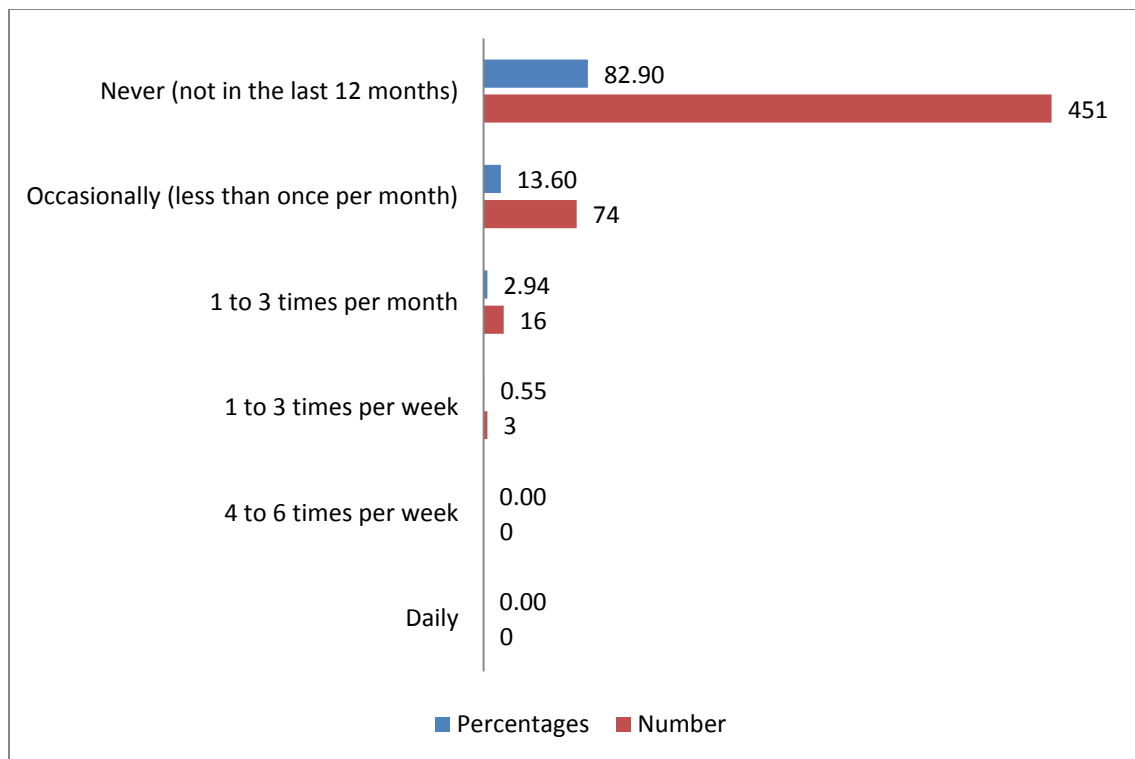


Figure 14, taxi, percentage and number

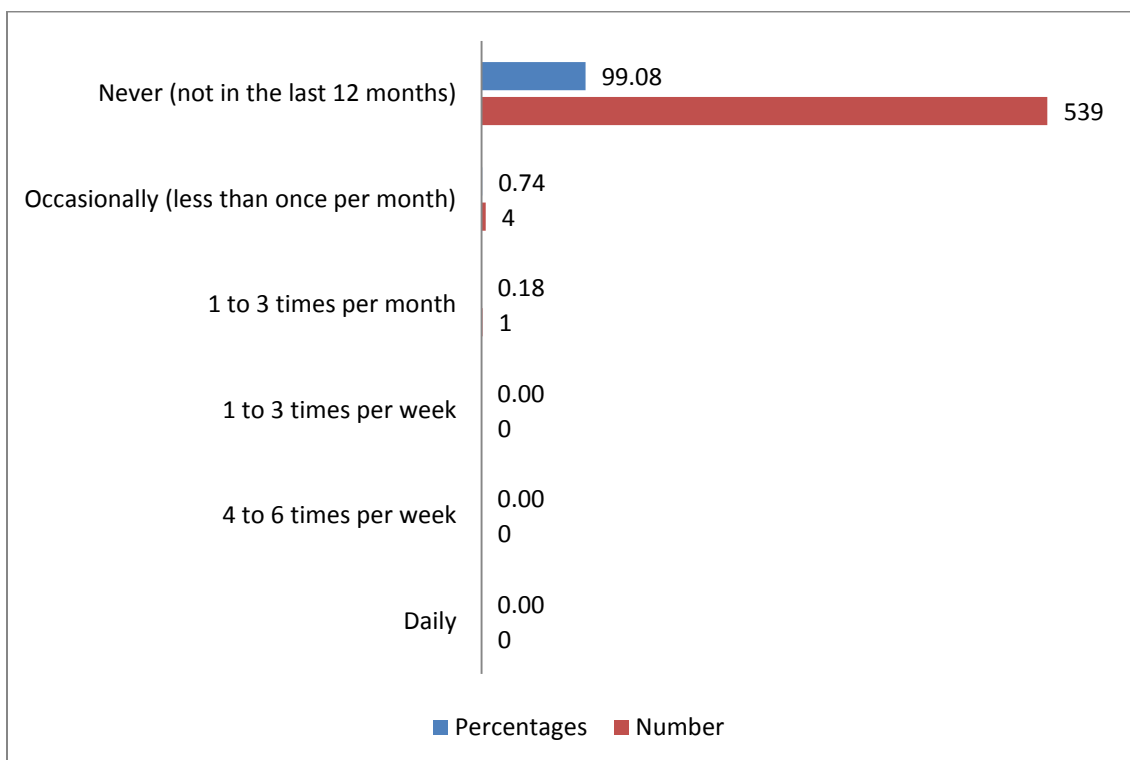


Figure 15, private bus or shuttle, percentage and number

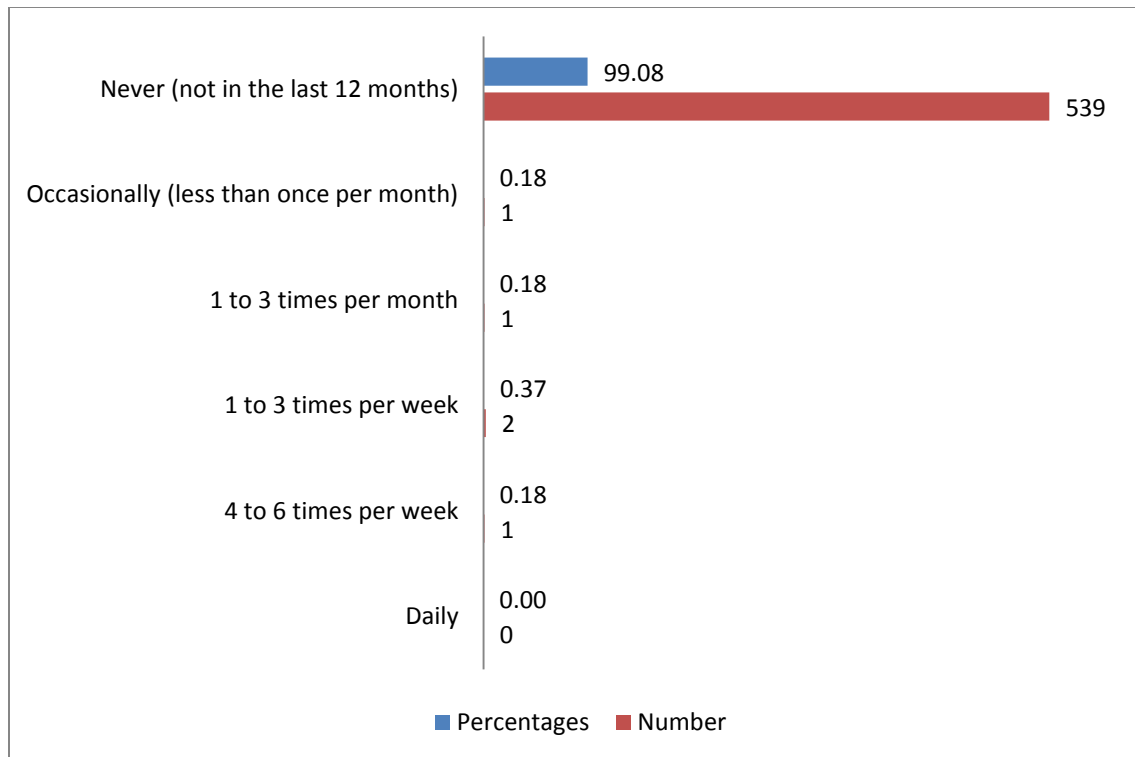


Figure 16, others, percentage and number

3.1.3. Question 3, *Thinking about your overall travelling experience in Kanata North, is there anything that you would like to see changed or improved?*

There were 367 responses. Assigning them to major categories, the numbers of responses per category were:

Transportation Category	Number of responses	Relative to public transit
Public transit	213	100%
Cycling	74	35%
Roads	72	34%
Driving habits	13	6%
Walking	32	15%
Jogging	1	0%
In-line skates	1	0%
Skateboarding	0	0%
Other (“no comment” replies or responses that don’t obviously apply to any of the above categories)	13	6%

Figure 17, transportation category, table

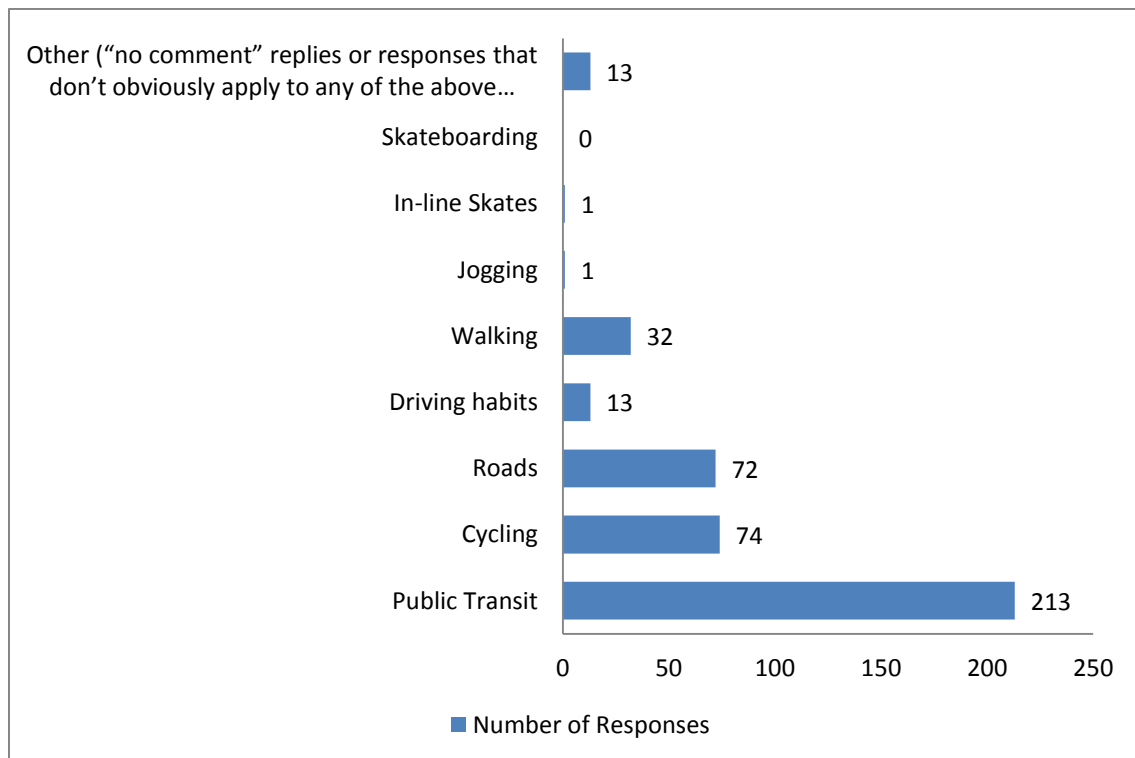


Figure 18, transportation category, responses

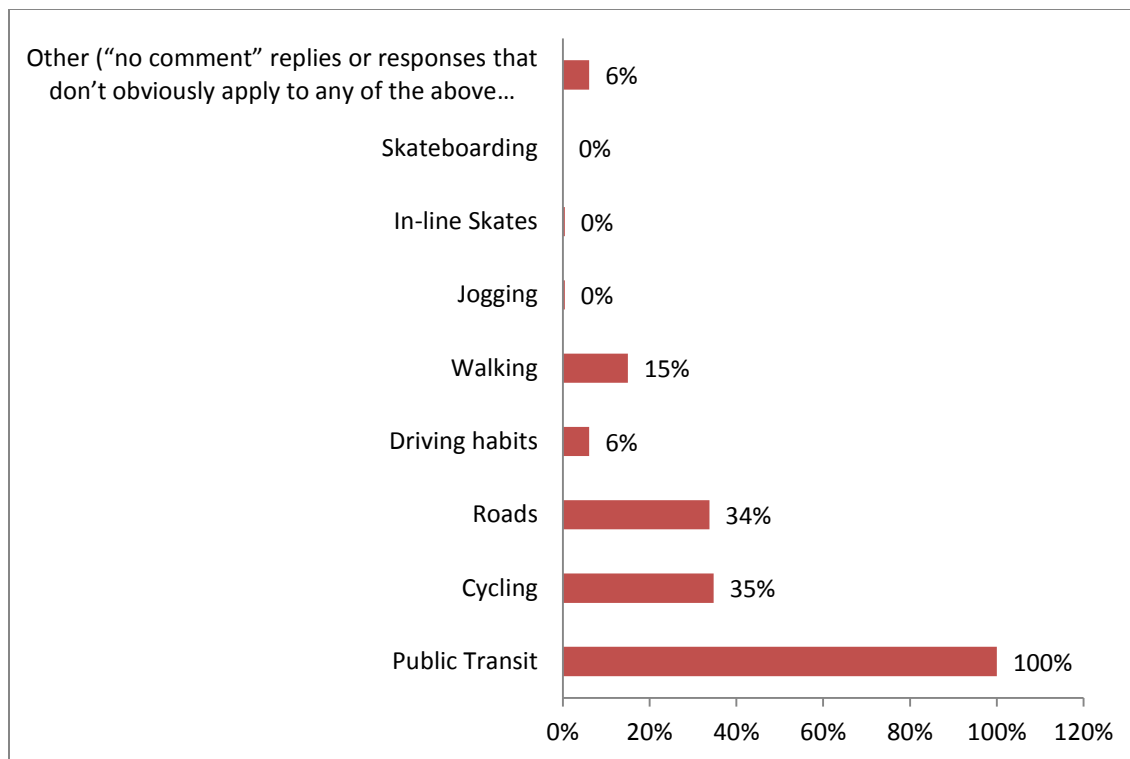


Figure 19, transportation relative to public transit, percentage

Note some responses contained comments on more than one transportation category and are therefore counted in each category that they addressed.

3.1.4. Question 4, *If you cycle at least occasionally, please indicate the reason(s) why.*

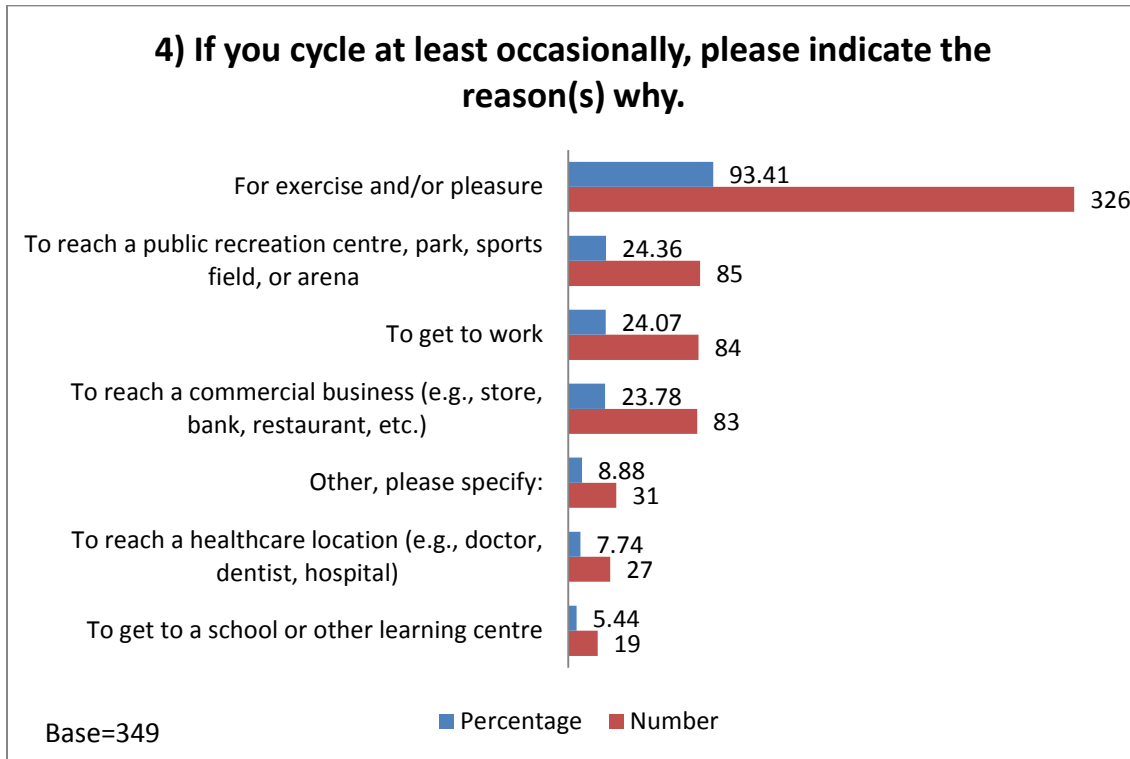


Figure 20, reason for travelling, percentage and number

3.1.5. Question 4, **Thinking about your cycling experience(s), what are your main concerns and suggestions for improving cycling in Kanata North? (Select up to five)**

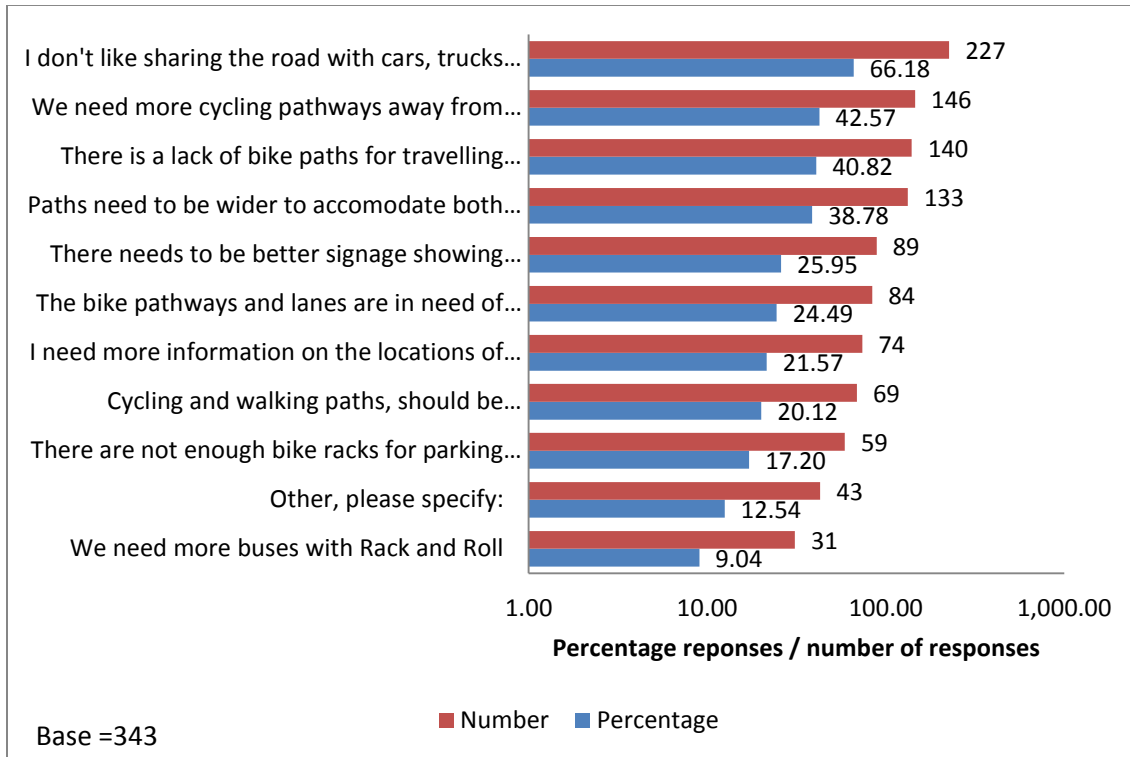


Figure 21, main suggestions for improvement, percentage and number

3.1.6. XXXXXXXXXXXXXXXX

3.1.7. Question 7: If your main concerns about cycling were addressed, would you cycle more often?

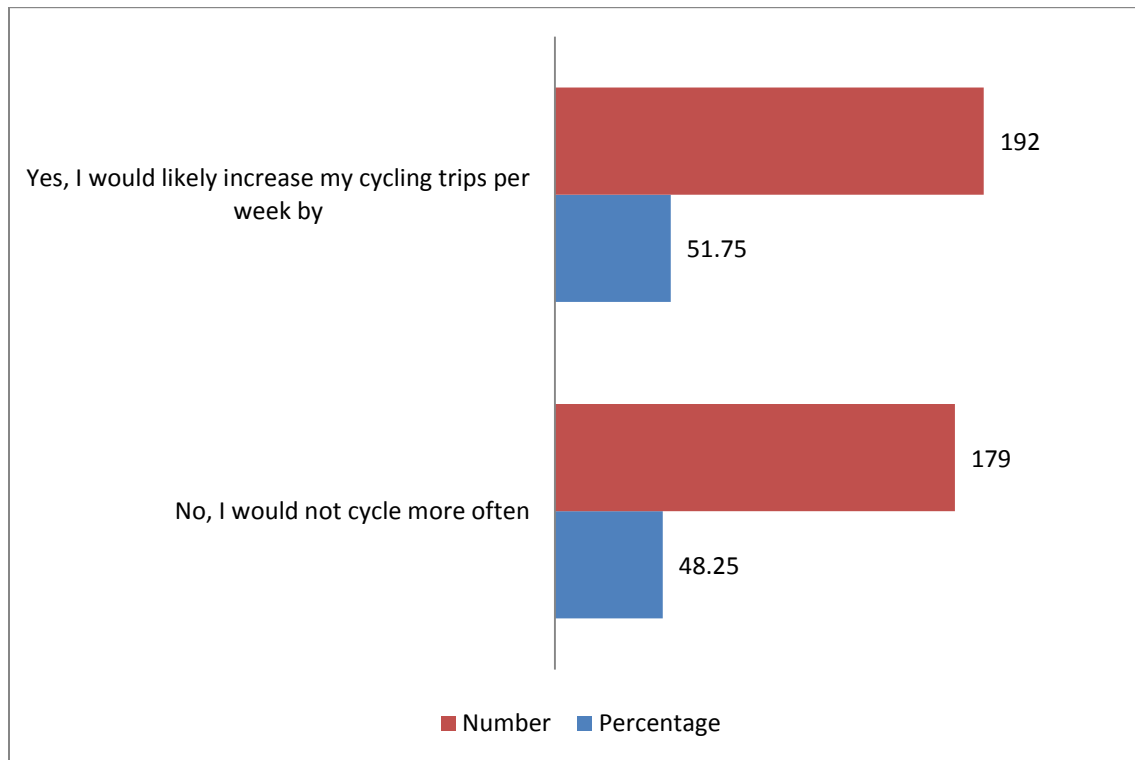


Figure 22, would you cycle more often, percentage and number

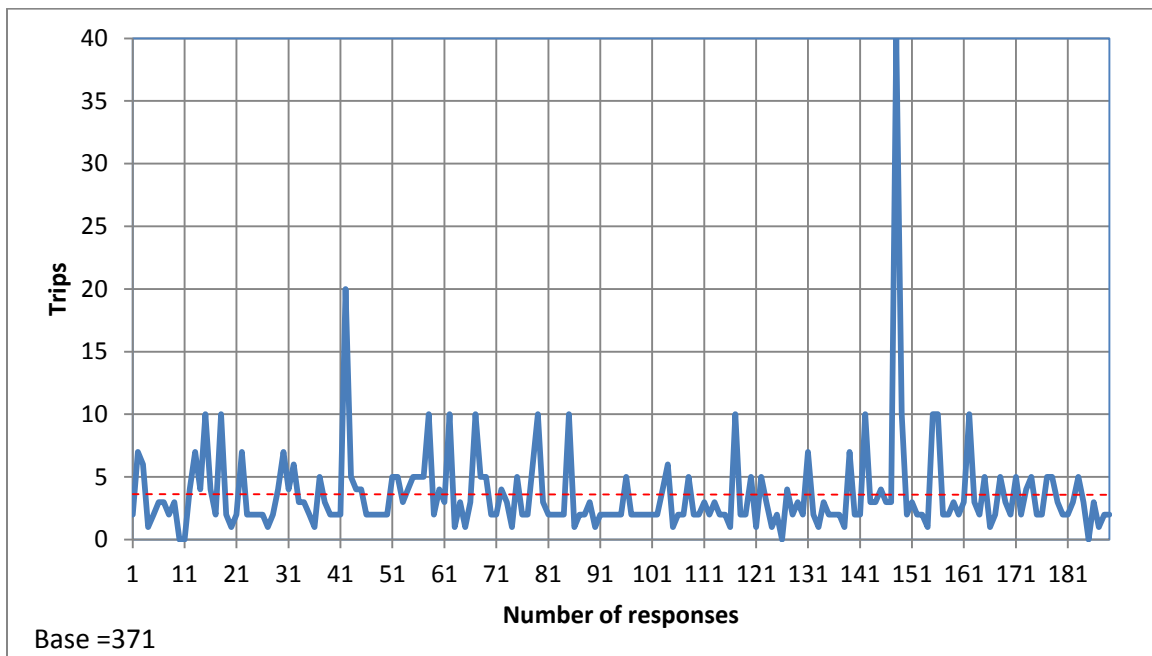


Figure 23, number of purposed increased trips

3.1.8. Question 8, As a result of addressing my main concerns about cycling, would your number of trips by car decrease?

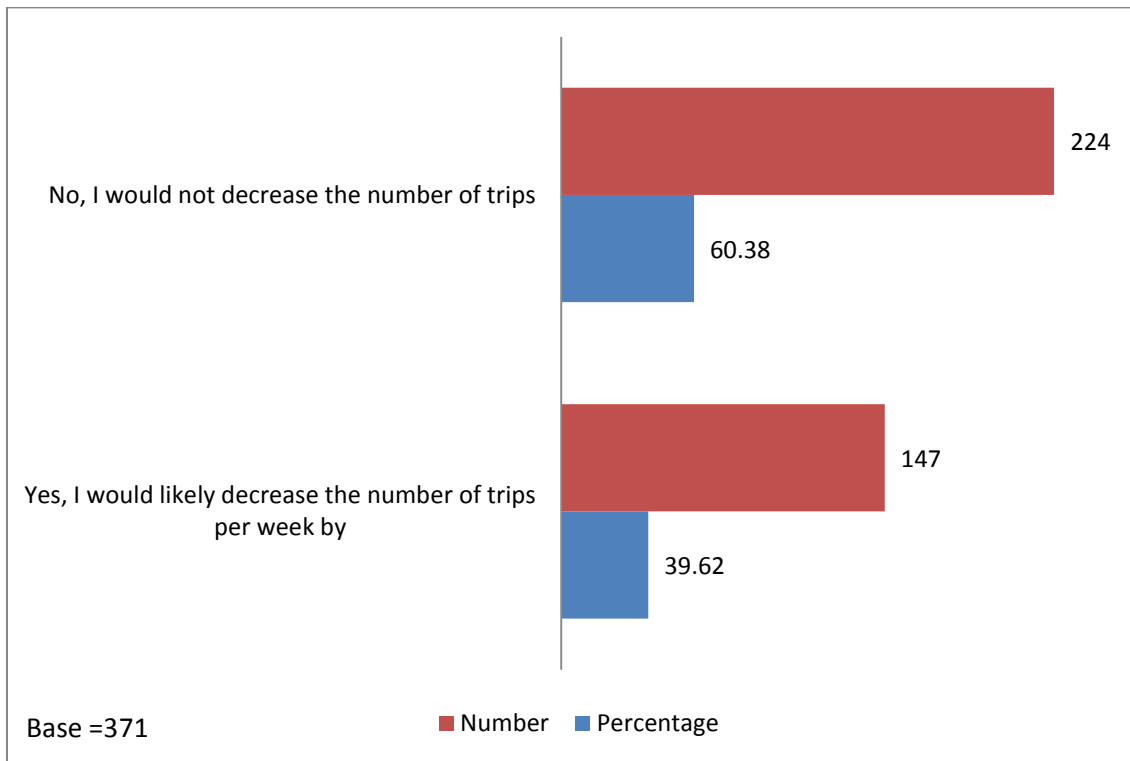


Figure 24, decreased car trips, percentage and number

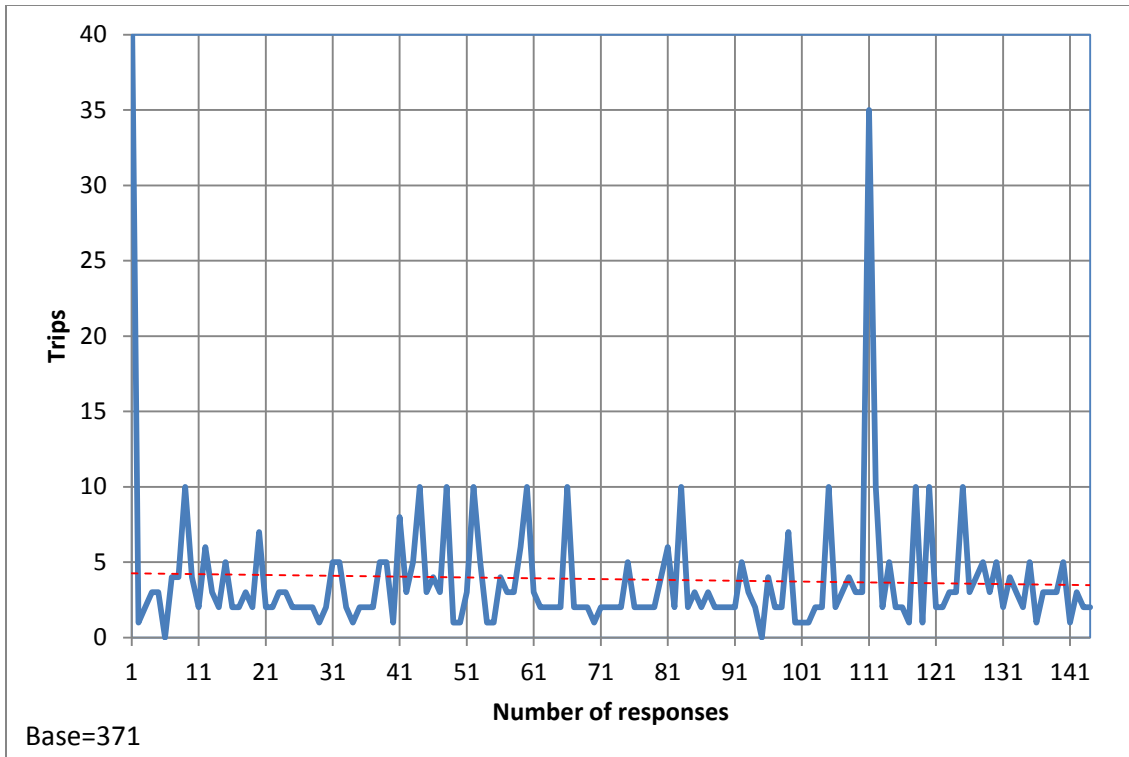


Figure 25, number of purposed decreased trips

Pedestrian

3.1.8. Question 9, As a pedestrian, please indicate the reason(s) why you typically use this method of transportation.

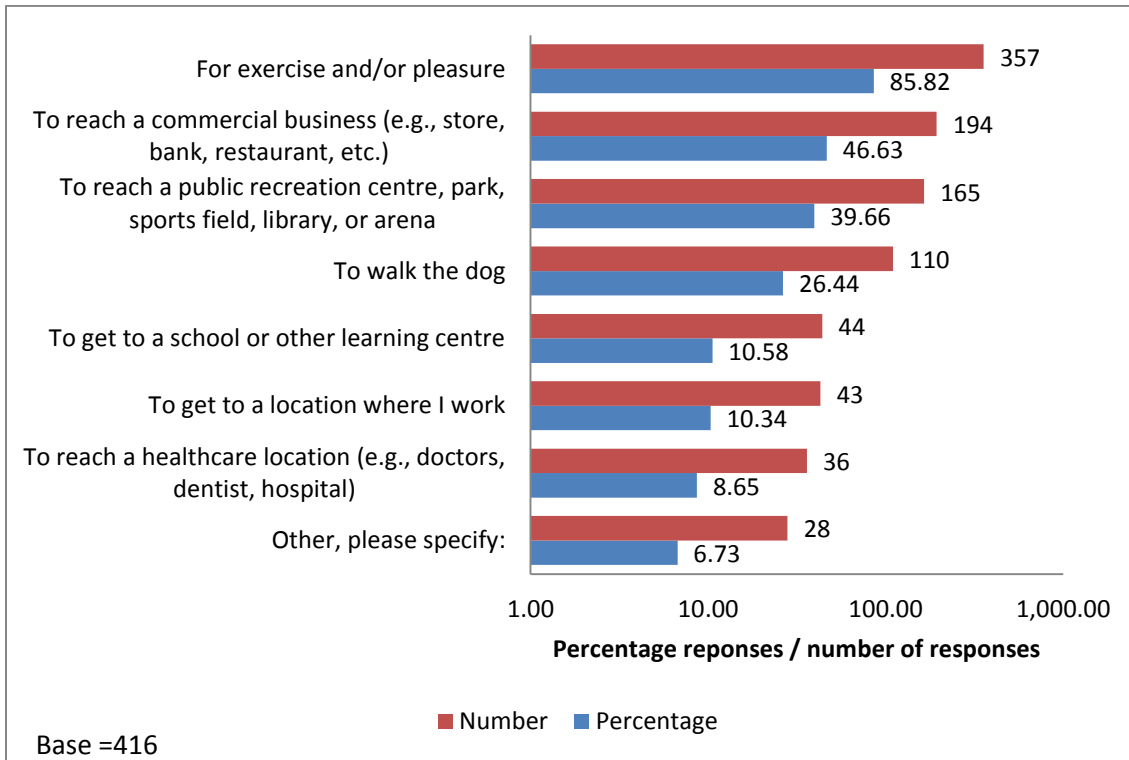


Figure 26, reasons as a pedestrian, percentage and number

3.2.2. Question 10, As a pedestrian, what are your main concerns and suggestions to improve this method of transportation in Kanata North? (Select up to five)

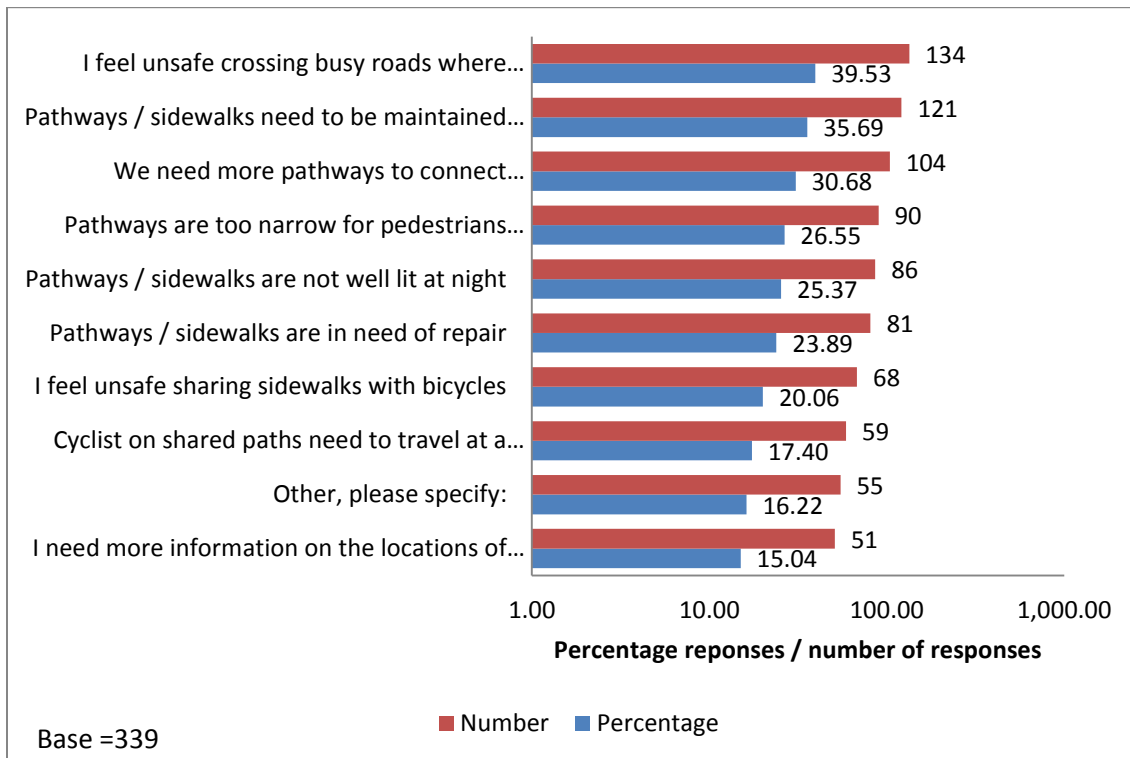


Figure 27, main concerns, percentage and number

3.2.3. Question 11, *Thinking about your pedestrian experience in Kanata North, is there anything that you would like to see improved or changed?*

3.2.4. Question 12, If your main concerns about walking, jogging, skate-boarding or in-line skating were addressed, would you increase this activity?

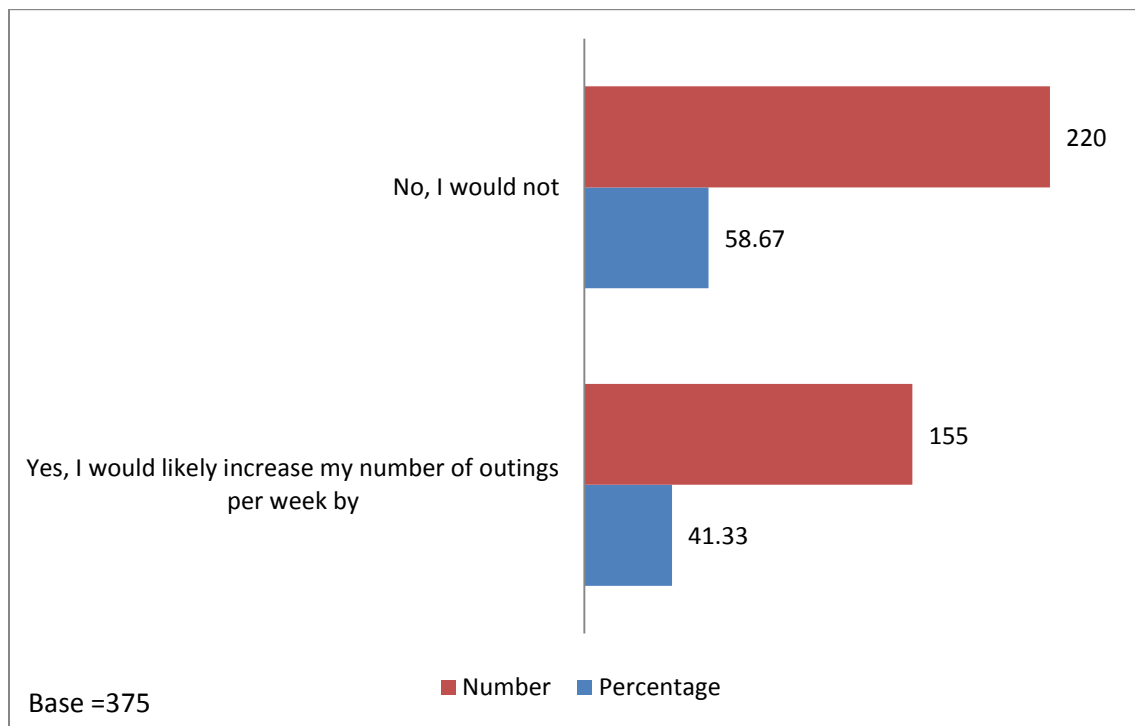


Figure 28, would you increase walking, jogging, percentage and number

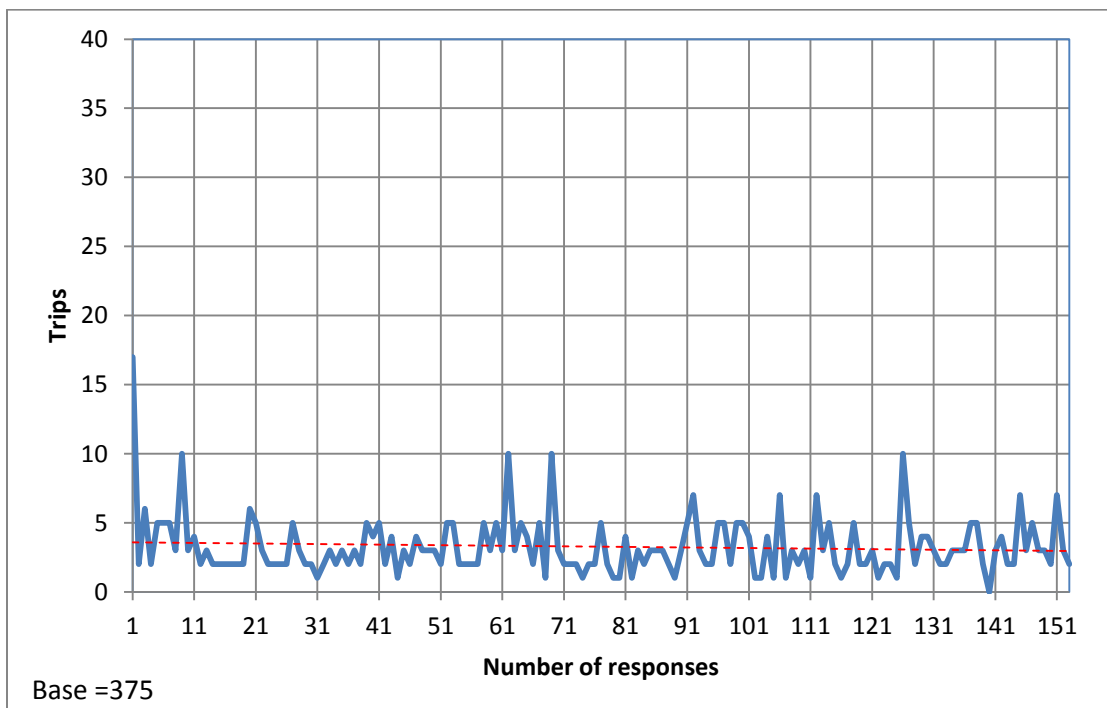


Figure 29,

3.2.5. Question 13, As a result of addressing your main concerns as a pedestrian, would you decrease the number of trips you make by car each week?

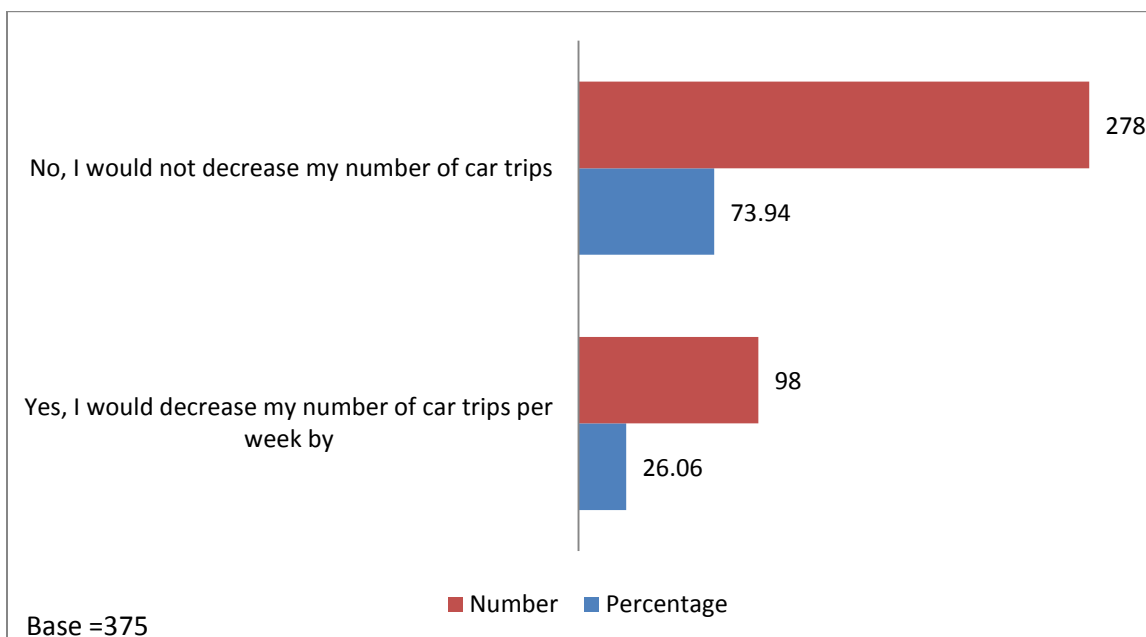


Figure 30, decrease number of trips, percentage and number

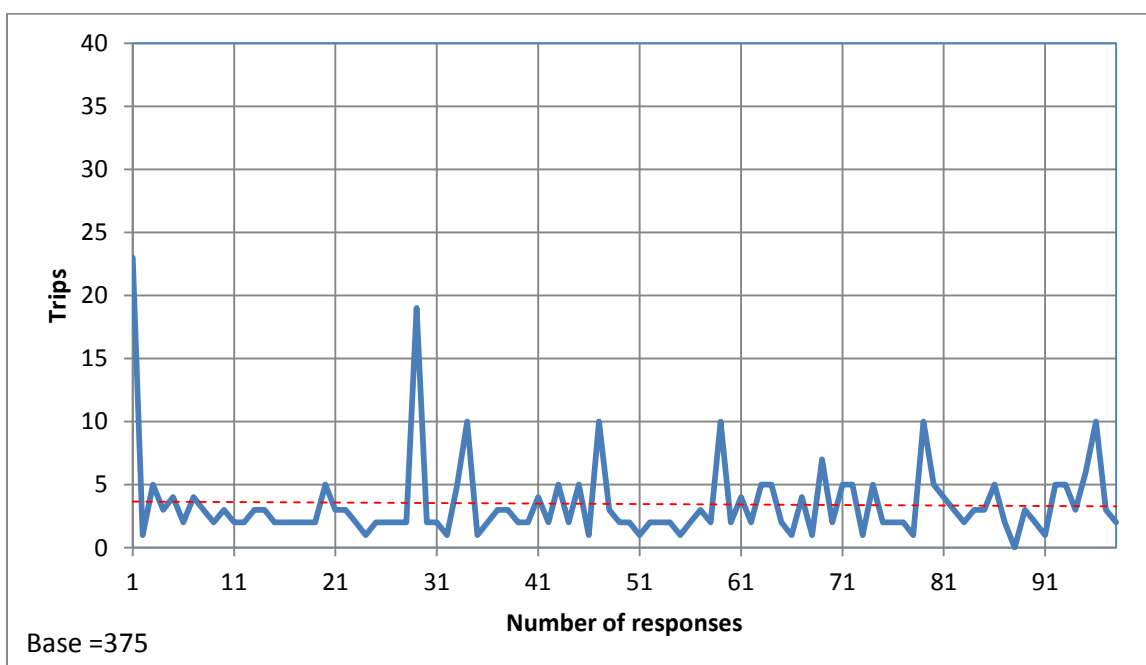


Figure 31, would decrease number of trips

Public transit

3.2.6. Question 14, *If you use public transit or Para Transpo, please indicate the reason(s) why.*

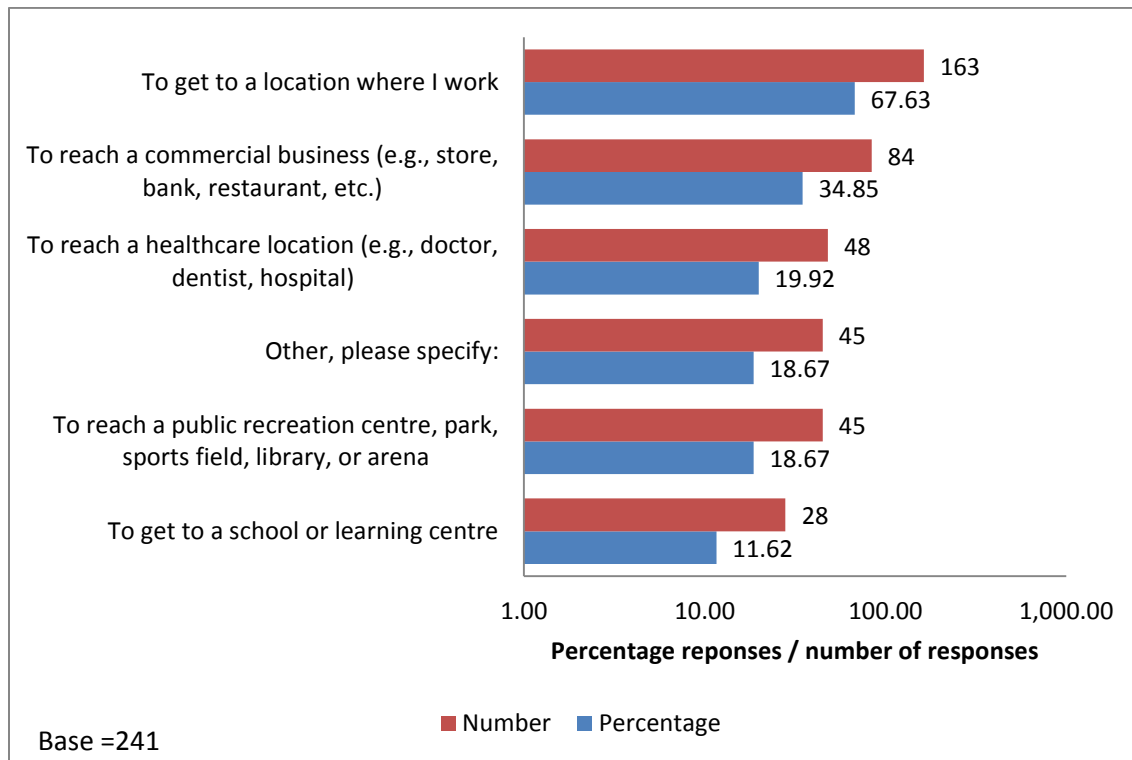


Figure 32, why use public transit, percentage and number

3.2.7. Question 15, Thinking about your public transit experience(s), what are your main concerns or suggestions to improve public transit in Kanata North? (Select up to five)

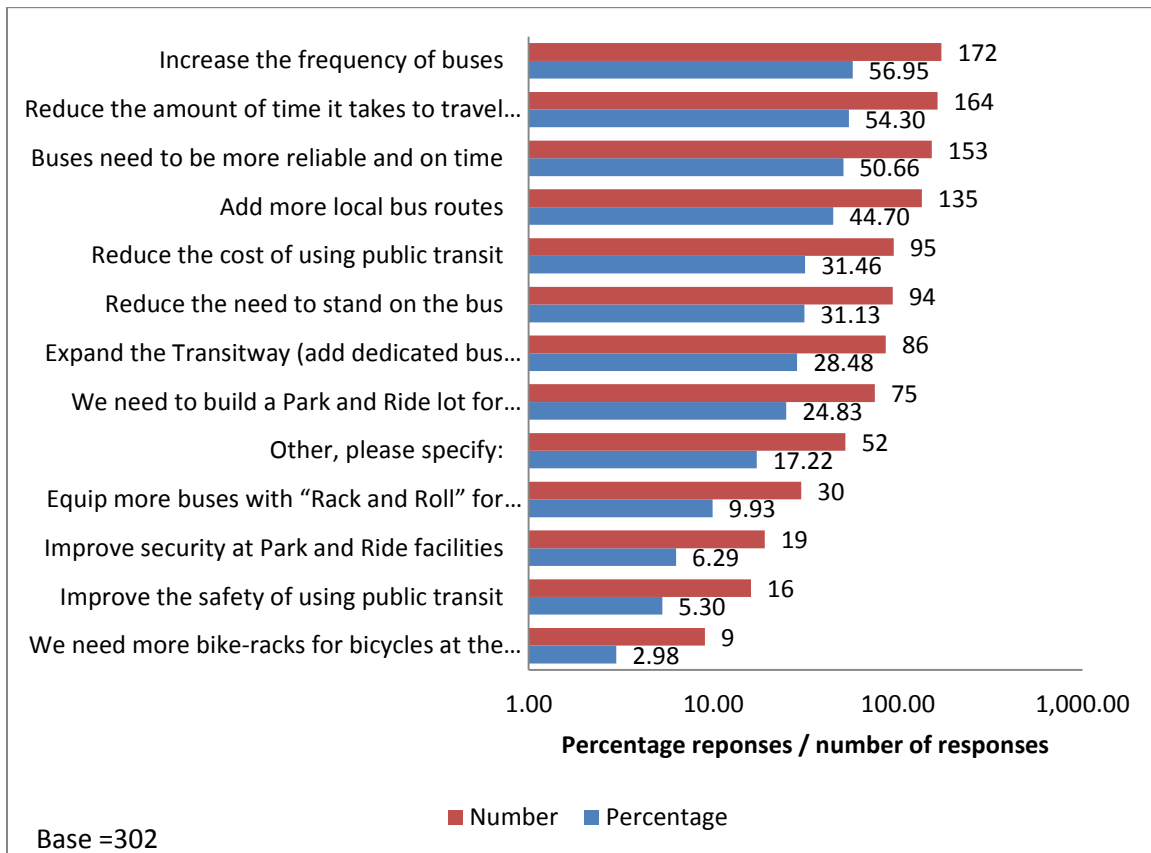


Figure 33, what are your main concerns, percentages and number

3.2.8. Question 16, I currently use the following bus routes

3.2.9. Question 17, Thinking about your public transit experience in Kanata North, is there anything you would change or improve upon?

3.2.10. Question 18, If your main concerns about public transit were addressed, would your usage of public transit increase?

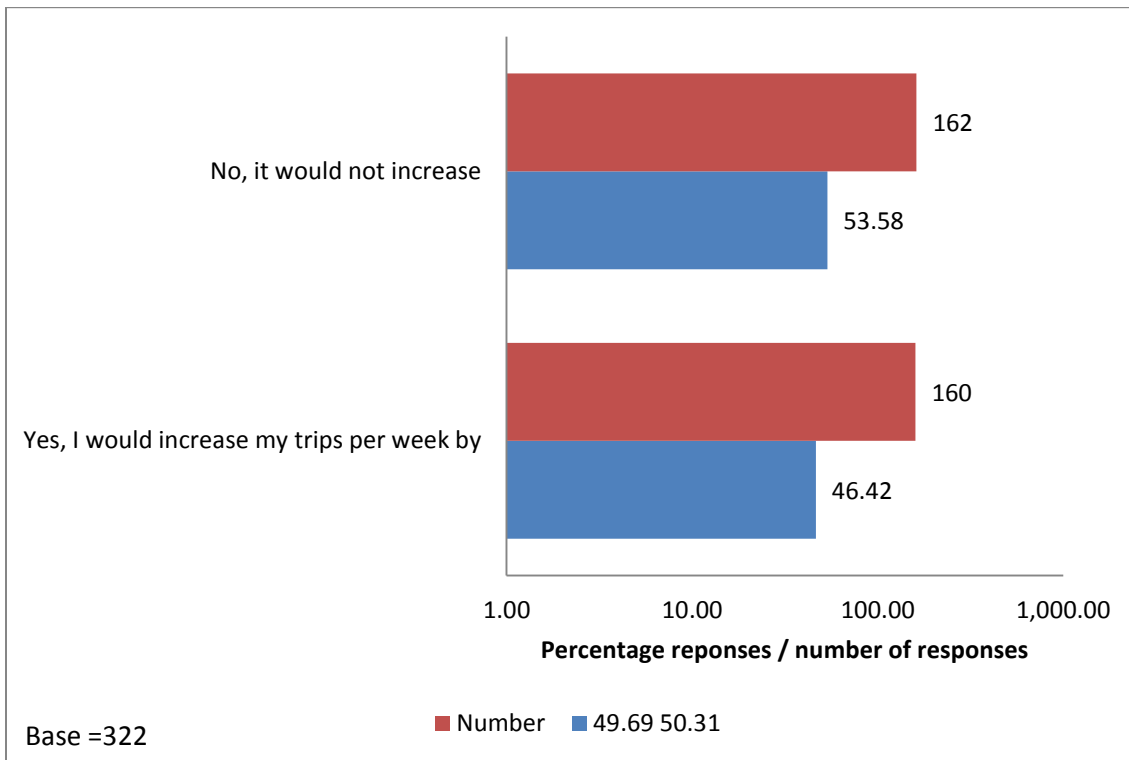


Figure 34, would you increase public transits, percentage and number

3.2.11. Question 19, As a result of addressing my main concerns regarding public transit, would you decrease the number of trips made by car each week?

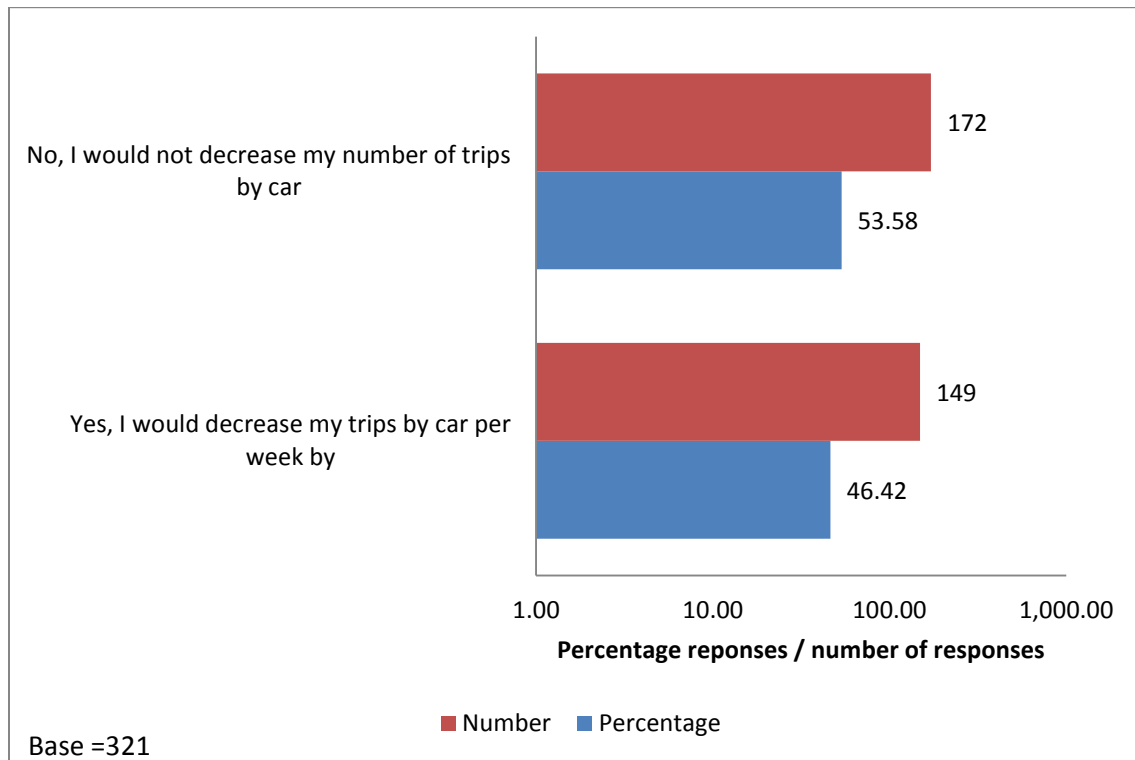


Figure 35, decrease car trips, percentage and number

Transportation Opinion

3.2.12. Question 20, Active transportation (walking, jogging, cycling, skateboarding or in-line skating) contributes to my quality of life.

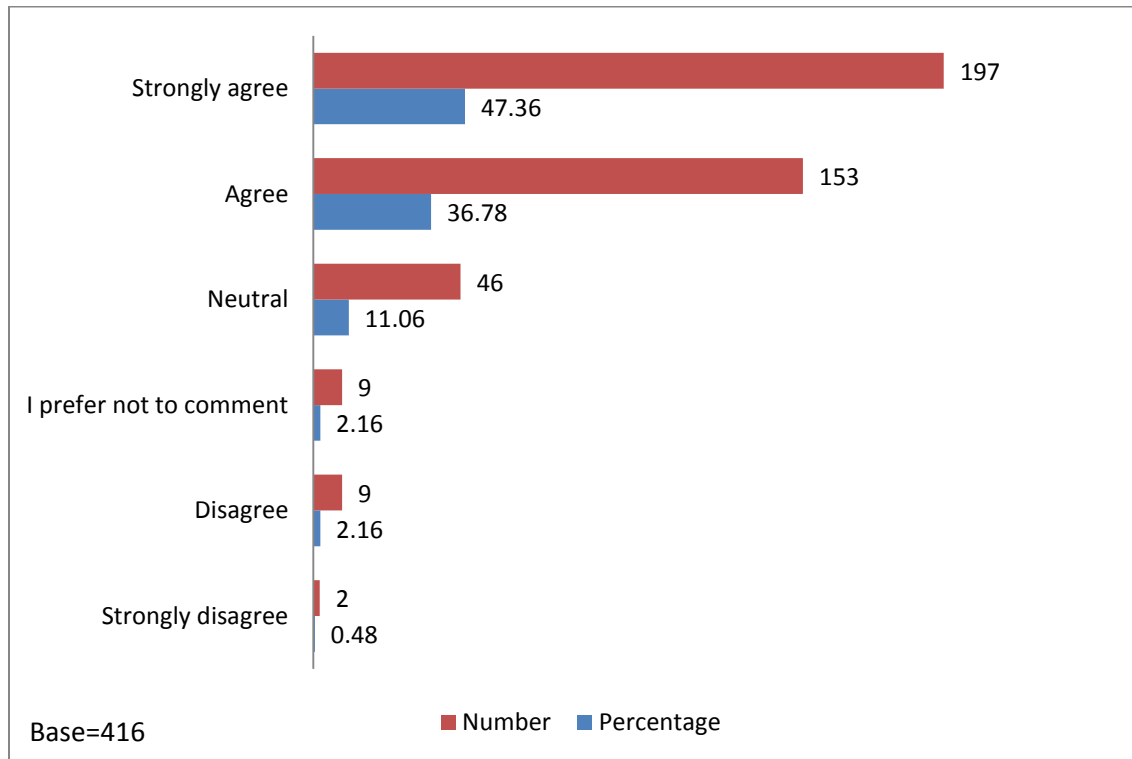


Figure 36, active transportation contributes to my quality of life, percentage and number

3.2.13. Question 21, I support having dedicated lanes for buses and High Occupancy Vehicles.

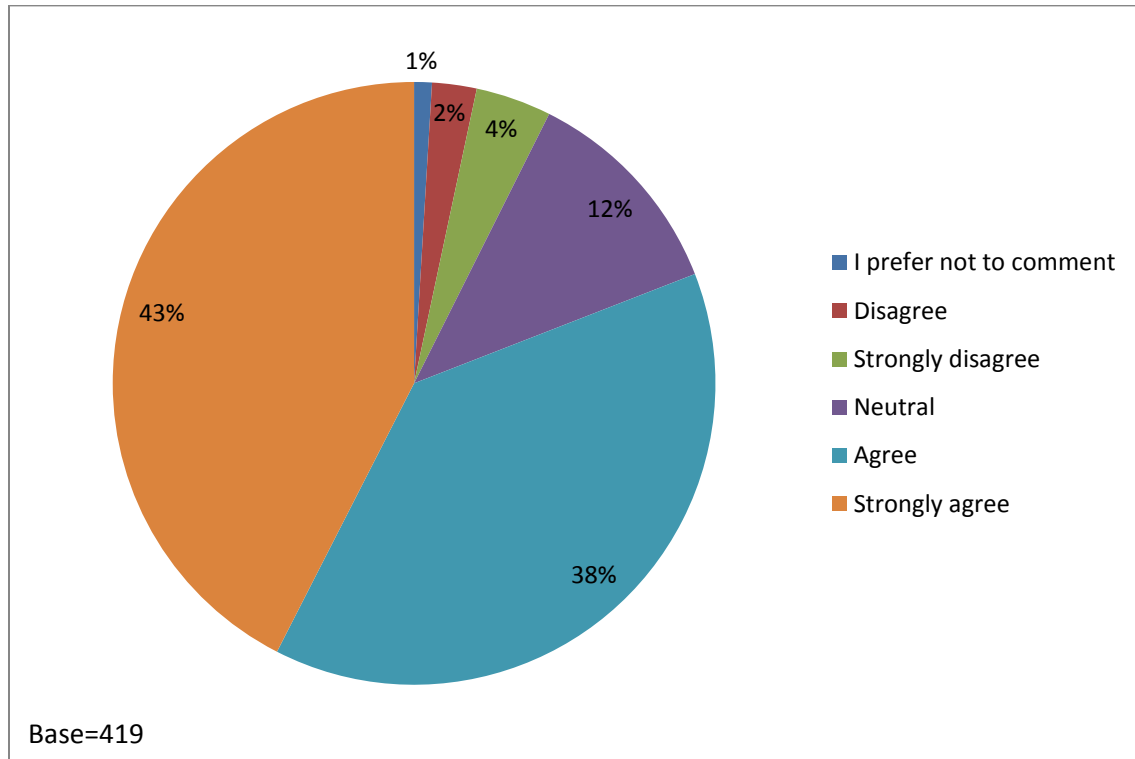


Figure 37, dedicated lanes for buses and HOV

3.2.14. Question 22, As a user of public transit in Kanata North, I'm satisfied with the current level of service from OC Transpo.

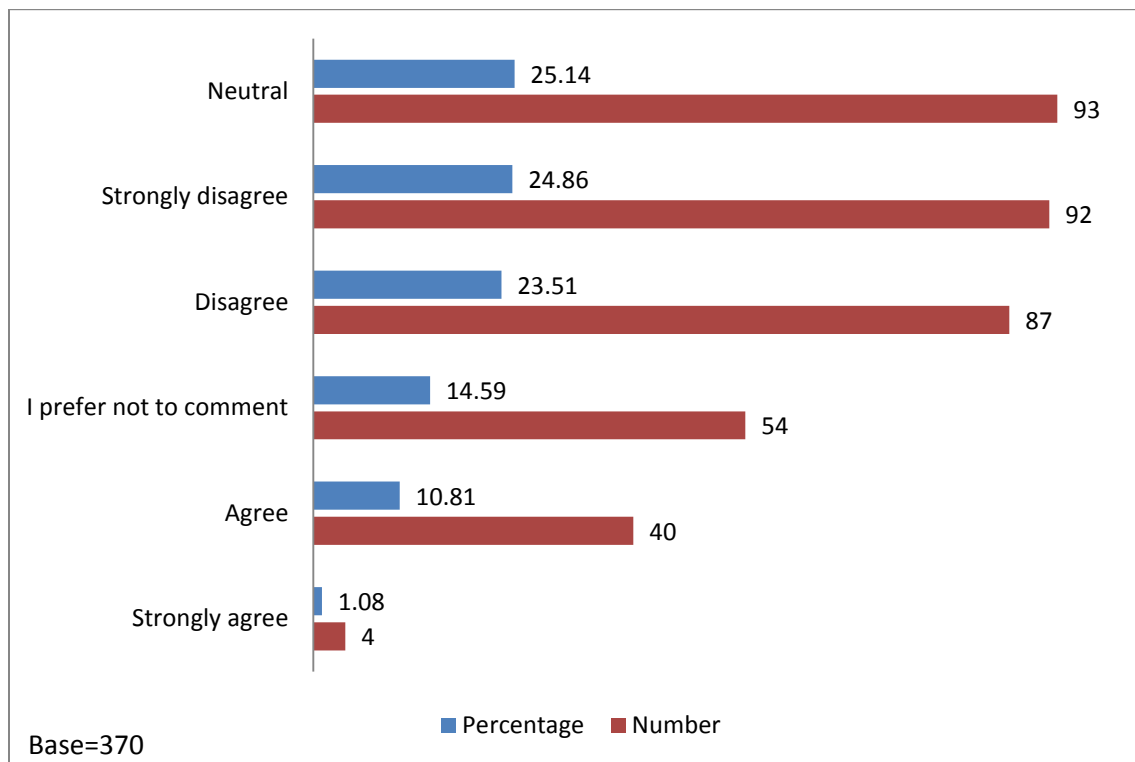


Figure 38, satisfaction with OC Transpo, percentage and number

3.2.15. Question 23, I am in favour of increasing the number of dedicated lanes for public transit by reducing the current number of lanes for other traffic (e.g., cars).

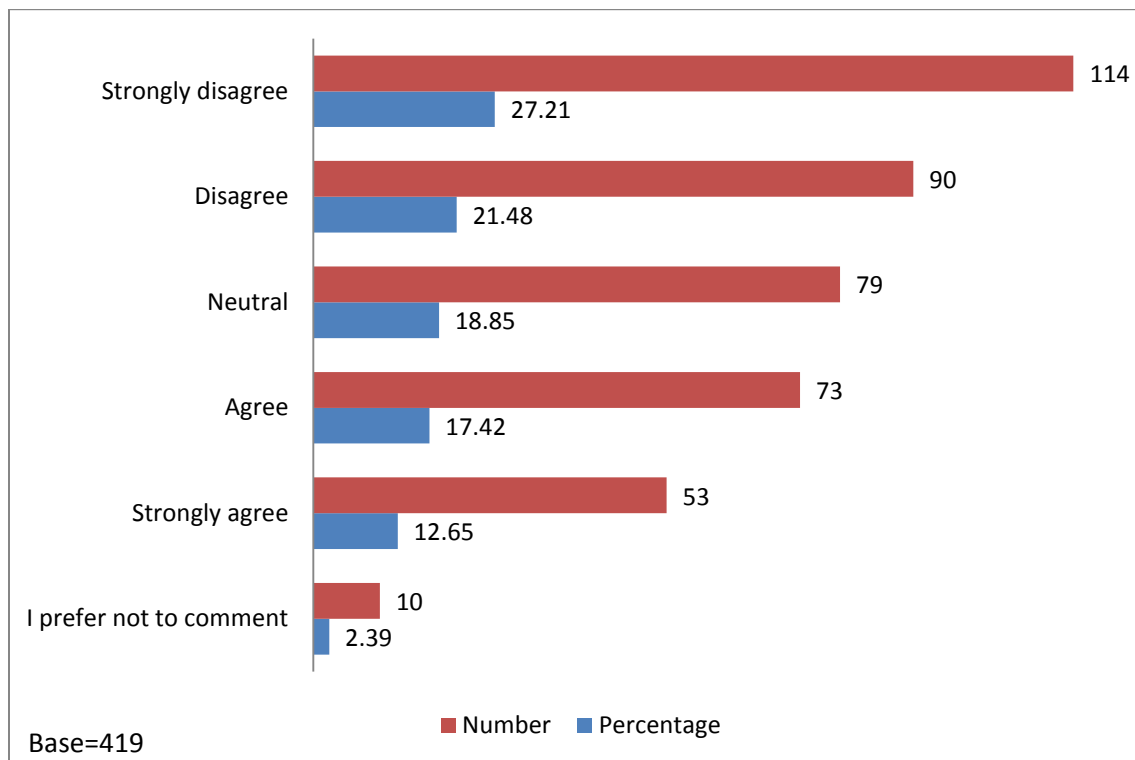


Figure 39, dedicated lanes, percentage and number

3.2. Demographics

3.2.16. Question 24, Which of the following best describes your current status?

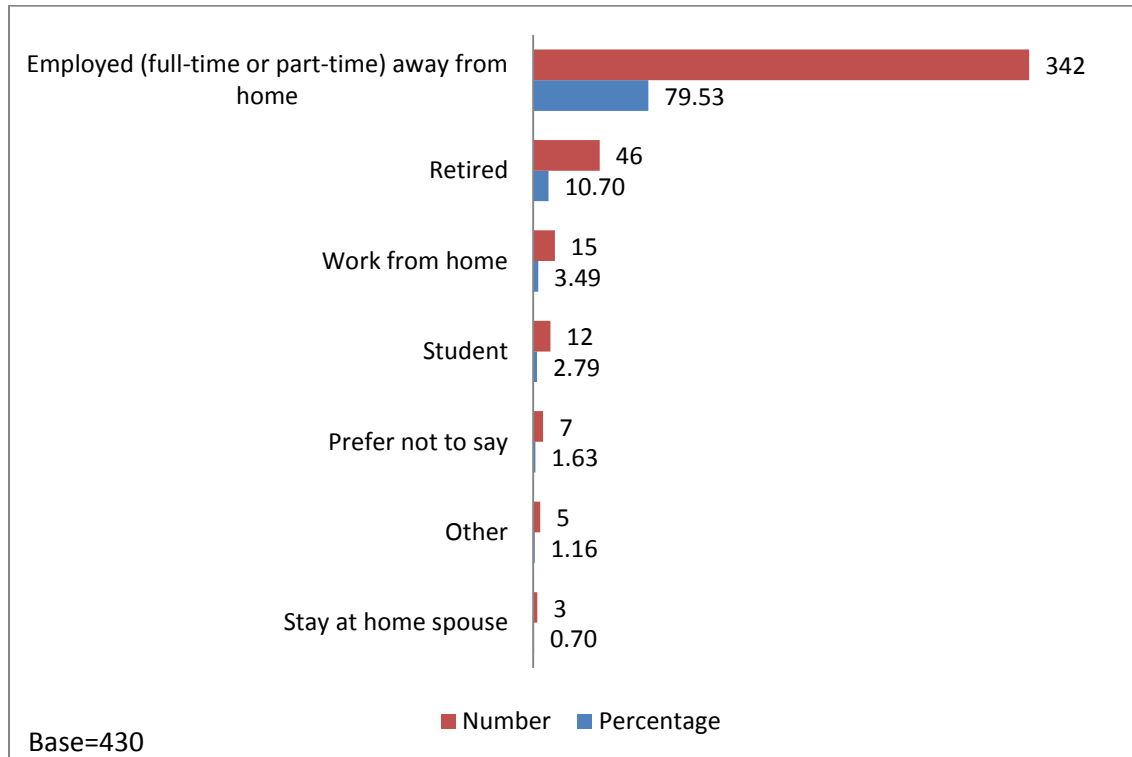


Figure 40, current status, percentage and number

3.2.17. Question 25, Which of these age groups are you in?

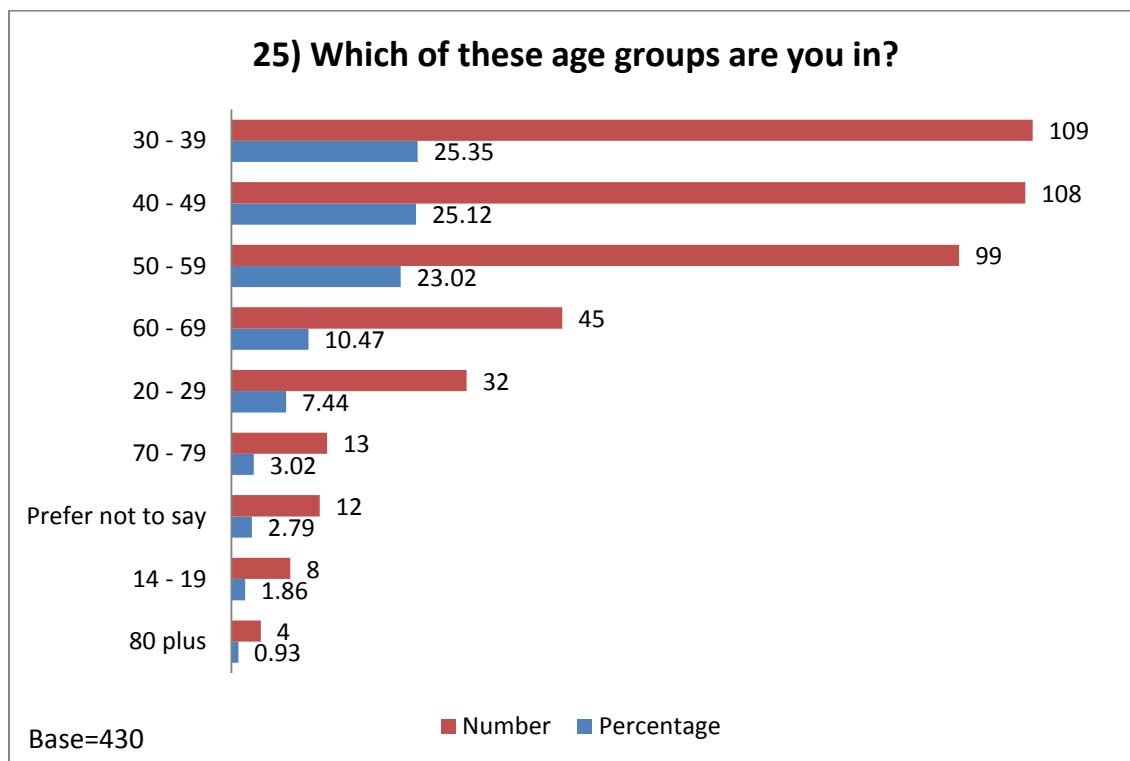


Figure 41, age group, percentage and number

3.2.18. Question 26, What is your gender?

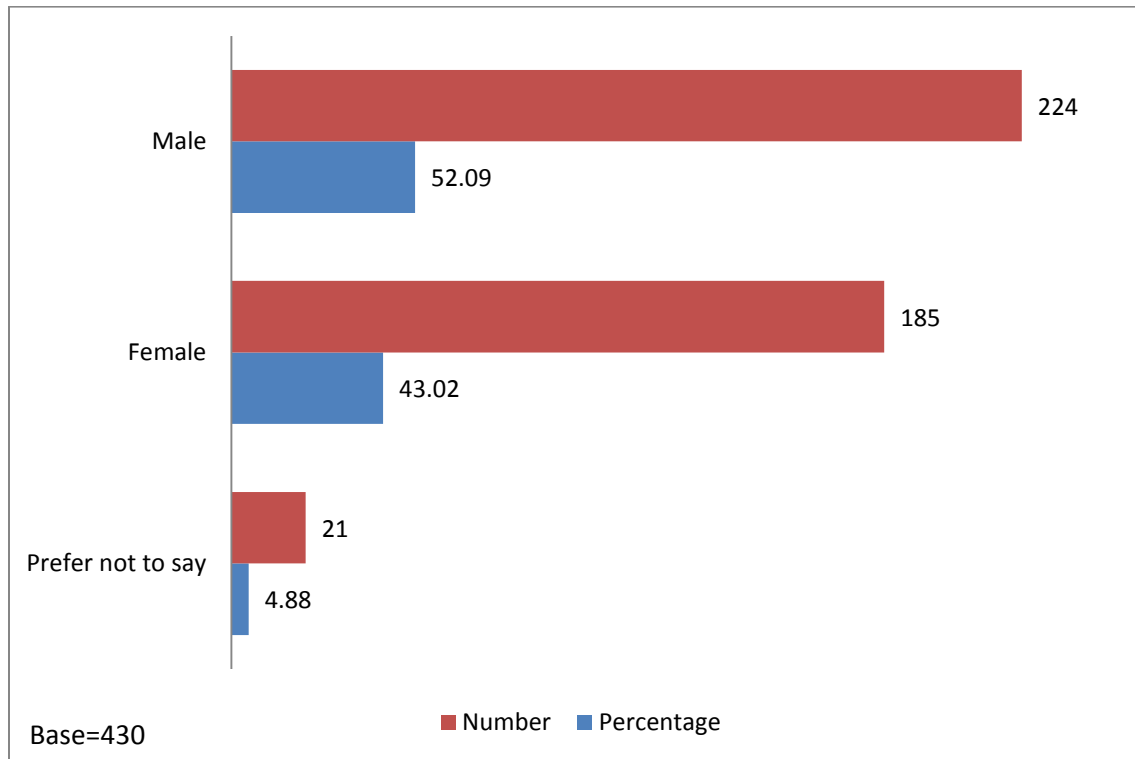


Figure 42, what is your gender, percentage and number

3.2.19. Question 27, How many people live in your household?

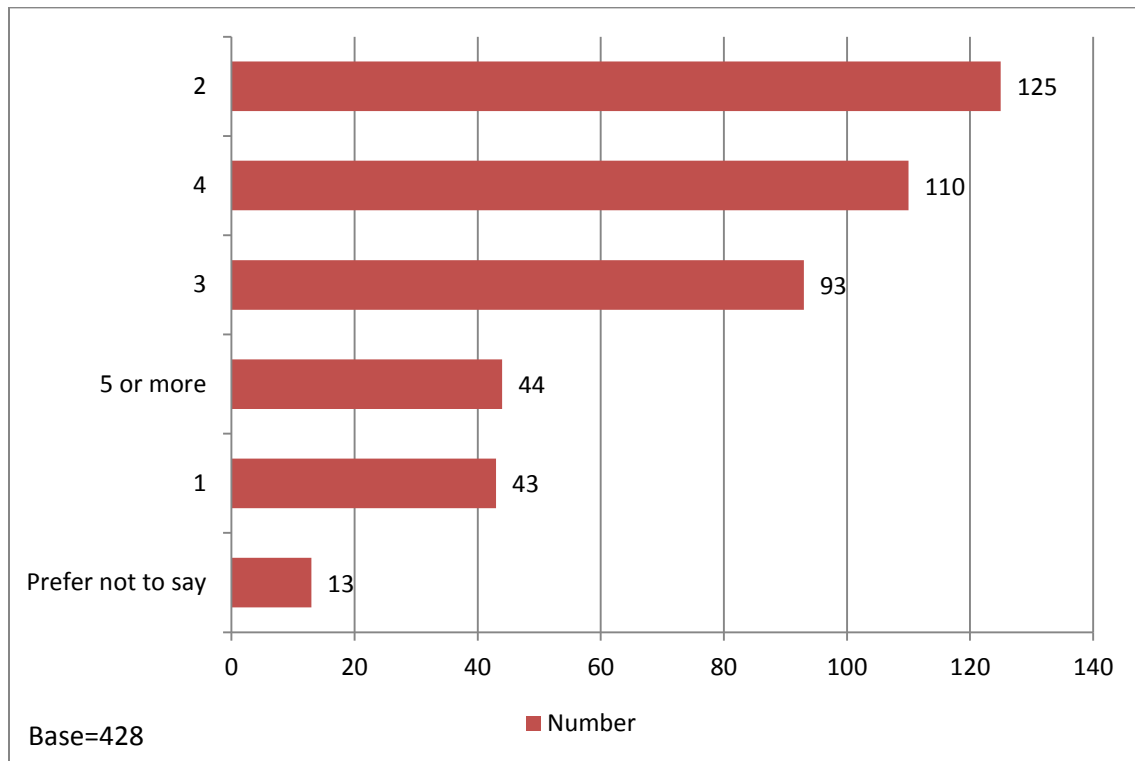


Figure 43, how many people live in your household, number

3.2.20. Question 28, *I live in*

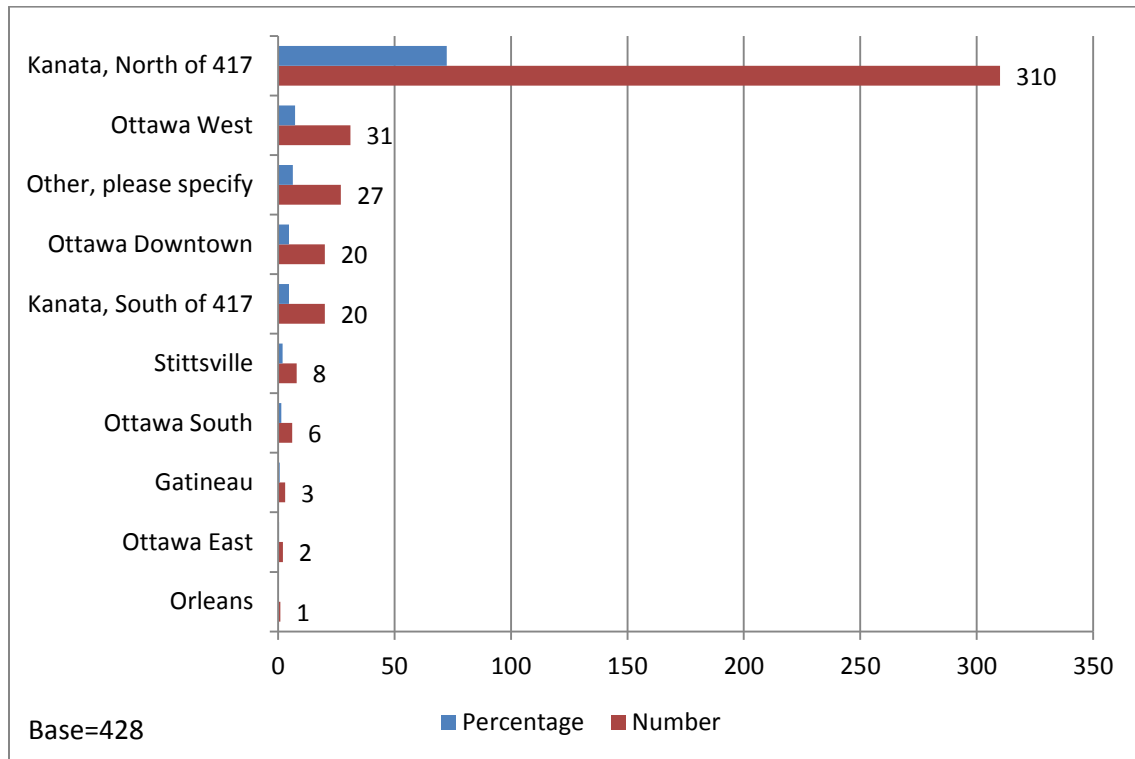


Figure 44, I live in, percentage and number

3.2.21. Question 29, *If you live in Kanata North, in which neighborhood do you live?*

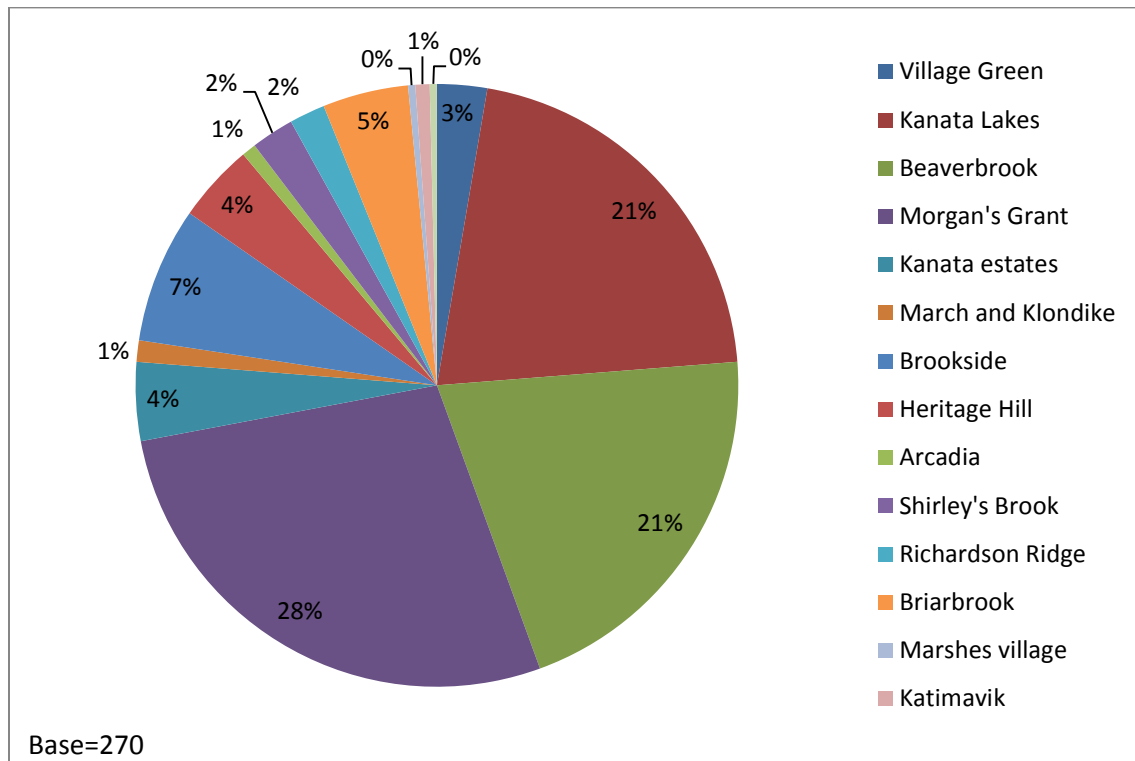


Figure 45, I live in the following neighborhood

3.2.22. Question 30, I work in

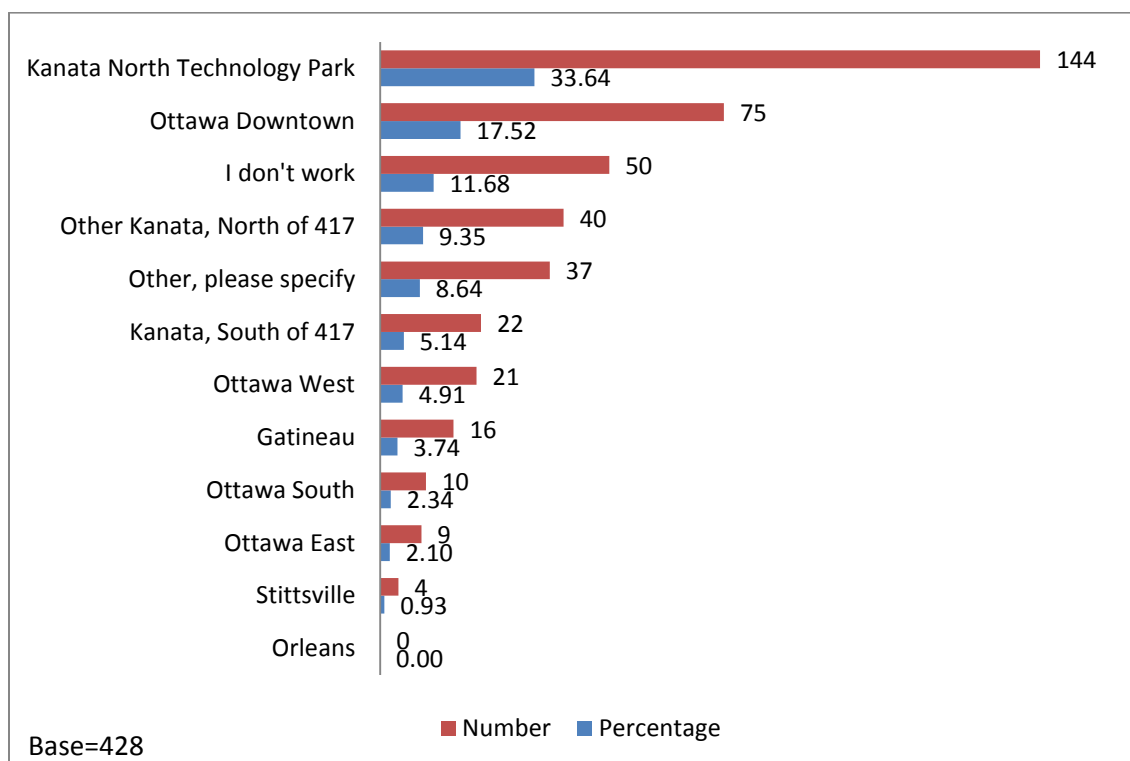


Figure 46, I work in the following area, percentage and number

3.2.23. Question 31, I go to school in

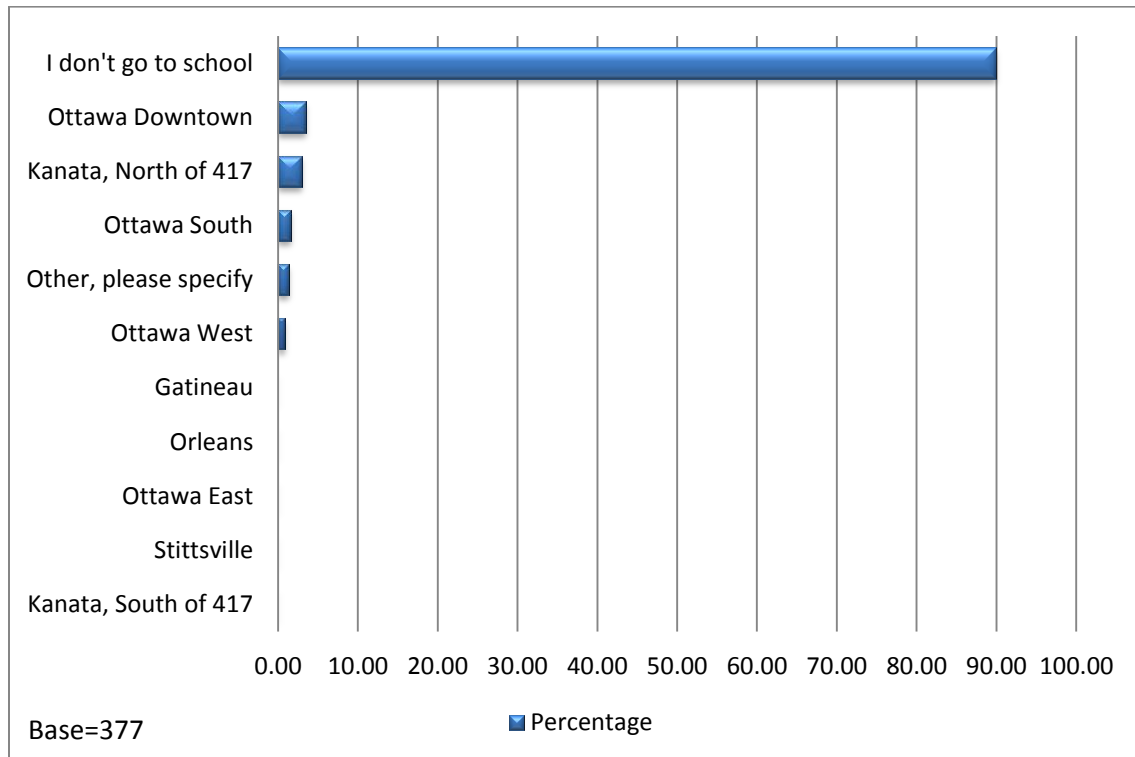


Figure 47, I go to school in the following areas

3.2.24. Question 32, How many vehicles does your household have?

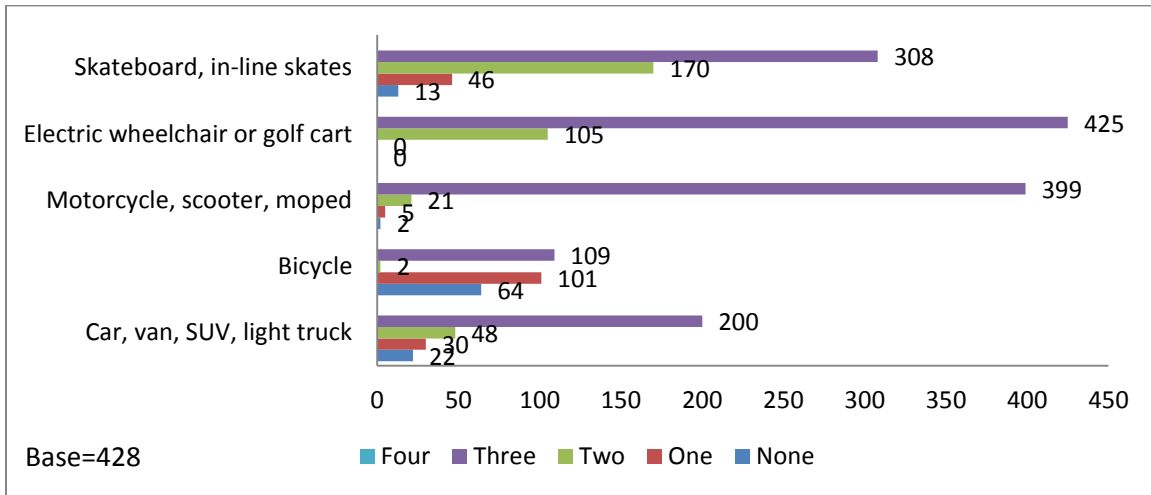


Figure 48, number of vehicles per resident, number

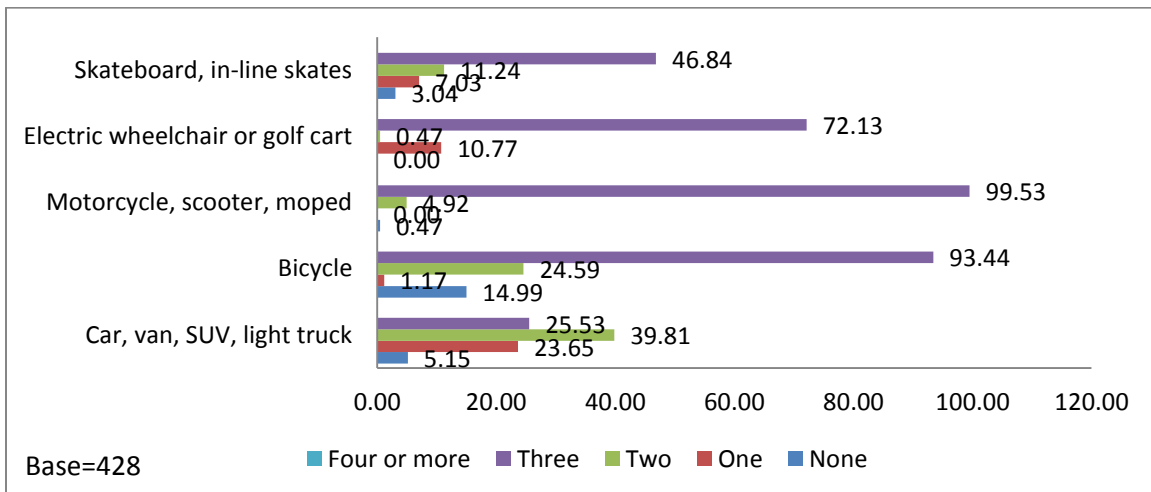


Figure 49, number of vehicles per resident, percentage

3.2.25. Question 33, Thinking about your regular day-to-day travel, how many hours do you spend travelling each week by the following modes of transportation?

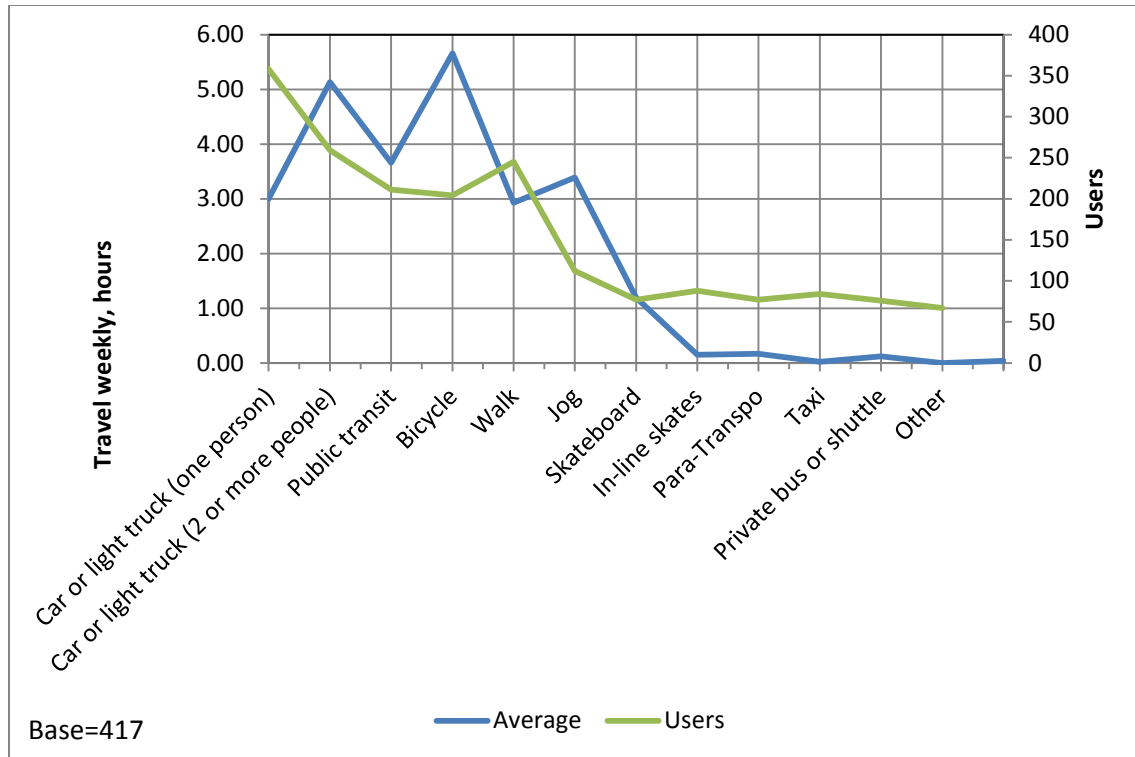


Figure 50, hours spent using different modes of transportation

3.2.26. Question 34, Would you like a member of the TACK Survey Team to contact you about this survey?

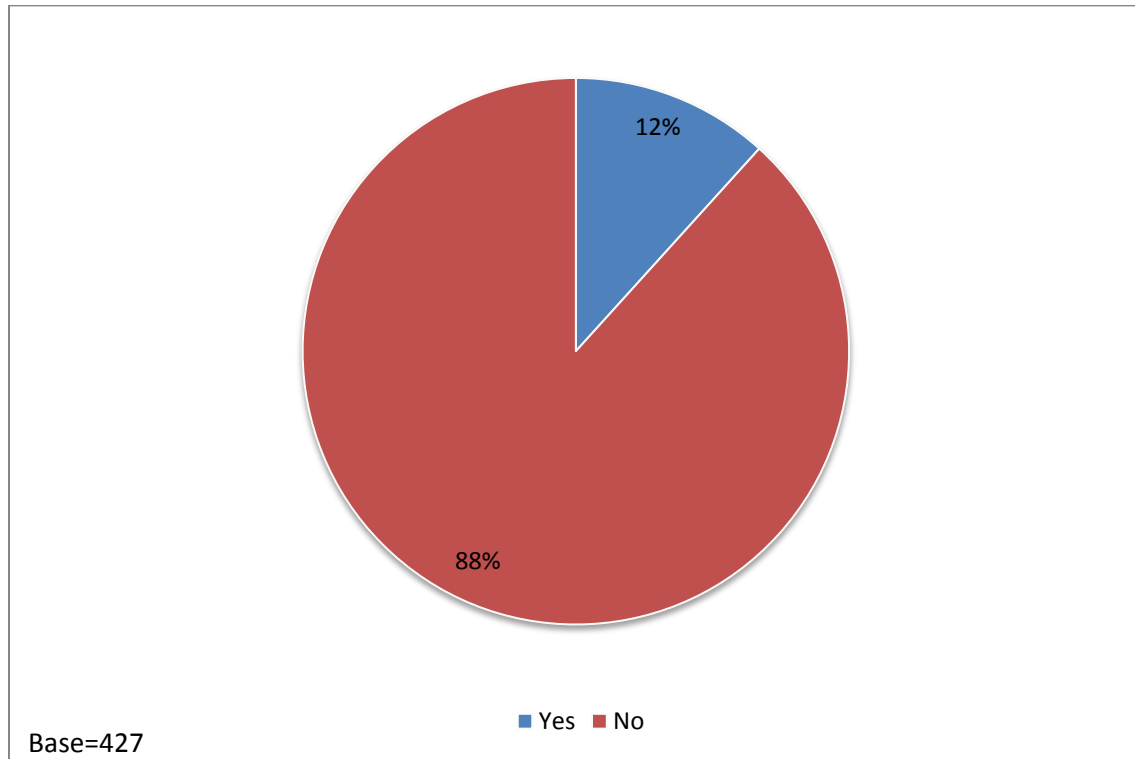


Figure 51, would you like to be contacted, percentage

4. Discussions

4.1. D

4.2. D

4.3. D

4.4. D

4.5. Demographics

84% of the respondents were either employed full-time or part-time. Retirees accounted for 10% and the remainder were students or choose not to indicate. 75% of the respondents were in the 30 to 69 age category and students accounting for almost 2%. The majority of the respondents were male, 52%.

4.6.

5. Conclusions and recommendations

The data contained in this report offers a quantitated look at the active transportation use in Kanata north. The behavioural patterns of the Kanata north residents are clearly evident from the survey results. Preferences for specific active transportation modes and destinations have been highlighted. Perceived barriers to active transportation were identified for future action and review. Kanata north residents regularly depend on the automotive mode of transportation, but there is a high probability that 30% would adopt active transportation if improvements were made to the various active transportation facilities. Socio-economic factors were not investigated in this survey, but it is likely a strong influence in the selection of transportation modes. Older respondents were less likely to select active transportation while those in the 30-40 categories were more inclined to peruse active transportation. Active transportation choices can easily be affected by seasonal weather conditions and was not reviewed in this report.

The following tables summarize the major topics for each of the top 5 transportation categories:

1. Public Transit

Major Topic	Number of Comments
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	10
Better service connecting Kanata North and Kanata South	9
More frequent service for Express routes	8
Regular service to Tanger shopping outlets	7
Service along north part of Halton Terrace and southern end of Second Line during the day	6
Better service along March Road	3
Express #60 should go straight to join 417 at Eagleson instead of going via Teron Road	3
More parking spaces at Eagleson Park and Ride	2
Reintroduce bus pull-offs at selected bus stops to stop blocking traffic at major intersections	2

Figure 52, Public transit

2. Cycling

Major Topic	Number of Comments
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, E.g. at Eagleson, Terry Fox Drive, Huntmar).	4
Bicycle lanes on roads: Confusion between Courtesy lanes and dedicated Bicycle lanes.	3
Bilking along Carling Avenue is dangerous, especially at the Railway bridge by the CRC (Communications Research Centre) complex	2
Better bicycling access from Kanata North to Eagleson park-and-ride.	2

Figure 53, Cycling

3. Roads

Major Topic	Number of Comments
Traffic flow on March Road is too heavy during rush hours	11
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
March Road southbound: install an Advanced green left turn from March Road southbound onto Solandt Drive	3

Figure 54, Roads

4. Driving Habits

Major Topic	Number of Comments
More enforcement of traffic laws to reduce aggressive driving and running through stop lights	5
Too much Speeding on March Road, Campeau Drive and Knudson Drive	3
More education on driving rules and vehicle signaling at roundabouts	2

Figure 55, Driving habits

5. Walking

Major Topic	Number of Comments
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 along Varley drive for children walking to and from the 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

Figure 56, Walking

6. References

- [1] Transportation Action Committee Kanata North, "Active Transportation Survey, Kanata North," Ottawa, 2015.

7. Appendices

Appendix A

Introduction

This survey will be used to help the Transportation Action Committee Kanata (TACK) understand how to improve the quality, planning and usage of Active Transportation and Public Transit in our community. It will give us a reliable picture of the travel patterns in specific parts of Kanata North. This survey is interested in all types of transportation and generally takes between 10 and 15 minutes to complete and will be open until May 12, 2015.

If you are a resident of Kanata North, you are kindly asked to have each member of your household aged 14 and older complete a separate copy of this online survey. If you do not live in Kanata North, but work or go to school in Kanata North then please fill out the survey for yourself only. If you do not live, work or go to school in Kanata North, then please do not complete this survey.

Thank you for participating in this survey and for helping us to better understand your transportation needs and concerns. All your responses will remain strictly confidential and anonymous. No personal information will be saved unless you have explicitly agreed to it. A summary of the findings will be posted on Councillor Marianne Wilkinson's website (mariannewilkinson.com) in June, 2015.

General Questions

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

- ☐ Allows me to get to my destination on time
- ☐ Lets someone else do the driving
- ☐ Minimizes my financial cost
- ☐ Is safe
- ☐ Is flexible and convenient
- ☐ Is comfortable
- ☐ Gives me some physical exercise
- ☐ Allows me to include passengers
- ☐ Minimizes my impact on the environment
- ☐ Other, please specify:

2) Thinking about your regular day-to-day travel, how often do you make a trip using the following modes of transportation. *

Method of transportation	How often?					
	Daily	4 to 6 times per week	1 to 3 times per week	1 to 3 times per month	Occasionally (less than once per month)	Never (not in the last 12 months)
Car or light truck (one person)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Car or light truck (2 or more people)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Public transit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Bicycle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Walk	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Jog	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Skateboard	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
In-line skate	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Para-Transpo	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Taxi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Private bus or shuttle	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
Other	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

3) Thinking about your overall travelling experience in Kanata North, is there anything that you would like to see changed or improved?

If at any time you wish to revisit a question, the survey tool allows you to go to back to previous pages.

Page 2

Cycling



4) If you cycle at least occasionally, please indicate the reason(s) why.

- ☐ For exercise and/or pleasure
- ☐ To get to a school or other learning centre
- ☐ To get to work
- ☐ To reach a commercial business (e.g., store, bank, restaurant, etc.)
- ☐ To reach a healthcare location (e.g., doctor, dentist, hospital)
- ☐ To reach a public recreation centre, park, sports field, or arena
- ☐ Other, please specify:

5) Thinking about your cycling experience(s), what are your main concerns and suggestions for improving cycling in Kanata North? (Select up to five)

- ☐ Paths need to be wider to accommodate both cyclists and pedestrians
- ☐ I don't like sharing the road with cars, trucks and buses
- ☐ The bike pathways and lanes are in need of repair
- ☐ There are not enough bike racks for parking and locking my bike
- ☐ There is a lack of bike paths for travelling between neighbourhoods
- ☐ I need more information on the locations of cycling paths and lanes
- ☐ We need more buses with Rack and Roll
- ☐ We need more cycling pathways away from major roadways
- ☐ There needs to be better signage showing the locations of bike pathways
- ☐ Cycling and walking paths, should be maintained for use year-round
- ☐ Other, please specify:

6) Thinking about your cycling experience in Kanata North, is there anything that you would like to see improved or changed?

7) If your main concerns about cycling were addressed, would you cycle more often?

- ☐ No, I would not cycle more often
- ☐ Yes, I would likely increase my cycling trips per week by

8) As a result of addressing my main concerns about cycling, would your number of trips by car decrease?

- ☐ No, I would not decrease the number of trips
- ☐ Yes, I would likely decrease the number of trips per week by

If at any time you wish to revisit a question, the survey tool allows you to go to back to previous pages.

Page 3

Pedestrian (Walk / Jog / Skateboard / In-Line Skate)



9) As a pedestrian, please indicate the reason(s) why you typically use this method of transportation.

- ☐ For exercise and/or pleasure
- ☐ To walk the dog
- ☐ To reach a public recreation centre, park, sports field, library, or arena
- ☐ To reach a commercial business (e.g., store, bank, restaurant, etc.)
- ☐ To reach a healthcare location (e.g., doctors, dentist, hospital)
- ☐ To get to a location where I work
- ☐ To get to a school or other learning centre
- ☐ Other, please specify:

10) As a pedestrian, what are your main concerns and suggestions to improve this method of transportation in Kanata North? (Select up to five)

- ☐ I feel unsafe crossing busy roads where there are no crosswalks or lights
- ☐ I feel unsafe sharing sidewalks with bicycles
- ☐ We need more pathways to connect neighbourhoods in Kanata
- ☐ Pathways are too narrow for pedestrians and cyclists to share
- ☐ I need more information on the locations of pathways
- ☐ Cyclist on shared paths need to travel at a safe speed
- ☐ Pathways / sidewalks are in need of repair
- ☐ Pathways / sidewalks are not well lit at night
- ☐ Pathways / sidewalks need to be maintained year-round
- ☐ Other, please specify:

11) Thinking about your pedestrian experience in Kanata North, is there anything that you would like to see improved or changed?

12) If your main concerns about walking, jogging, skate-boarding or in-line skating were addressed, would you increase this activity?

- ☐ No, I would not
- ☐ Yes, I would likely increase my number of outings per week by

13) As a result of addressing your main concerns as a pedestrian, would you decrease the number of trips you make by car each week?

- ☐ No, I would not decrease my number of car trips
- ☐ Yes, I would decrease my number of car trips per week by

If at any time you wish to revisit a question, the survey tool allows you to go to back to previous pages.

Page 4

Public Transit



14) If you use public transit or Para Transpo, please indicate the reason(s) why.

- ☐ To get to a location where I work
- ☐ To get to a school or learning centre
- ☐ To reach a public recreation centre, park, sports field, library, or arena
- ☐ To reach a commercial business (e.g., store, bank, restaurant, etc.)
- ☐ To reach a healthcare location (e.g., doctor, dentist, hospital)
- ☐ Other, please specify:

15) Thinking about your public transit experience(s), what are your main concerns or suggestions to improve public transit in Kanata North? (Select up to five)

- ☐ Reduce the need to stand on the bus
- ☐ Reduce the amount of time it takes to travel downtown
- ☐ Buses need to be more reliable and on time
- ☐ Improve the safety of using public transit
- ☐ Improve security at Park and Ride facilities
- ☐ Expand the Transitway (add dedicated bus lanes)
- ☐ Reduce the cost of using public transit
- ☐ Increase the frequency of buses
- ☐ Add more local bus routes
- ☐ Equip more buses with "Rack and Roll" for cyclists
- ☐ We need more bike-racks for bicycles at the Park and Ride
- ☐ We need to build a Park and Ride lot for Kanata North
- ☐ Other, please specify:

16) I currently use the following bus routes

17) Thinking about your public transit experience in Kanata North, is there anything you would change or improve upon?

18) If your main concerns about public transit were addressed, would your usage of public transit increase?

- ☐ No, it would not increase
- ☐ Yes, I would increase my trips per week by

19) As a result of addressing my main concerns regarding public transit, would you decrease the number of trips made by car each week?

- ☐ No, I would not decrease my number of trips by car
- ☐ Yes, I would decrease my trips by car per week by

If at any time you wish to revisit a question, the survey tool allows you to go to back to previous pages.

Page 5

What's Your Opinion?

20) Active transportation (walking, jogging, cycling, skateboarding or in-line skating) contributes to my quality of life.

- ☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree ☐ I prefer not to comment

21) I support having dedicated lanes for buses and High Occupancy Vehicles.

- ☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree ☐ I prefer not to comment

22) As a user of public transit in Kanata North, I'm satisfied with the current level of service from OC Transpo.

- ☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree ☐ I prefer not to comment

23) I am in favour of increasing the number of dedicated lanes for public transit by reducing the current number of lanes for other traffic (e.g., cars).

- ☐ Strongly agree ☐ Agree ☐ Neutral ☐ Disagree ☐ Strongly disagree ☐ I prefer not to comment

If at any time you wish to revisit a question, the survey tool allows you to go to back to previous pages.

Page 6

Tell us about yourself

24) Which of the following best describes your current status? *

- ☐ Employed (full-time or part-time) away from home
- ☐ Work from home
- ☐ Stay at home spouse
- ☐ Student
- ☐ Retired
- ☐ Other
- ☐ Prefer not to say

25) Which of these age groups are you in? *

- ☐ 14 - 19
- ☐ 20 - 29
- ☐ 30 - 39
- ☐ 40 - 49
- ☐ 50 - 59
- ☐ 60 - 69
- ☐ 70 - 79
- ☐ 80 plus
- ☐ Prefer not to say

26) What is your gender? *

- ☐ Male
- ☐ Female
- ☐ Prefer not to say

If at any time you wish to revisit a question, the survey tool allows you to go to back to previous pages.

Page 7

Tell us about yourself, continued

27) How many people live in your household? *

- ☐ 1
- ☐ 2
- ☐ 3
- ☐ 4
- ☐ 5 or more
- ☐ Prefer not to say

28) I live in *

- ☐ Kanata, North of 417
- ☐ Kanata, South of 417
- ☐ Stittsville
- ☐ Ottawa West
- ☐ Ottawa Downtown
- ☐ Ottawa South
- ☐ Ottawa East
- ☐ Orleans
- ☐ Gatineau
- ☐ Other, please specify

29) If you live in Kanata North, in which neighbourhood do you live?

30) I work in *

- ☐ I don't work
- ☐ Kanata North Technology Park
- ☐ Other Kanata, North of 417
- ☐ Kanata, South of 417
- ☐ Stittsville
- ☐ Ottawa West
- ☐ Ottawa Downtown
- ☐ Ottawa South
- ☐ Ottawa East
- ☐ Gatineau
- ☐ Orleans
- ☐ Other, please specify

31) I go to school in

- ☐ I don't go to school
- ☐ Kanata, North of 417
- ☐ Kanata, South of 417
- ☐ Stittsville
- ☐ Ottawa West
- ☐ Ottawa Downtown
- ☐ Ottawa South
- ☐ Ottawa East
- ☐ Orleans
- ☐ Gatineau
- ☐ Other, please specify

Almost done! Just two more very important questions.

Page 8

Vehicles and travel times

32) How many vehicles does your household have? *

Type of Vehicle	0	1	2	3	4 or more
Car, van, SUV, light truck	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bicycle	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Motorcycle, scooter, moped	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Electric wheelchair or golf cart	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Skateboard, in-line skates	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

33) Thinking about your regular day-to-day travel, how many hours do you spend travelling each week by the following modes of transportation? (format 0.00)

Car or light truck (one person)	<input type="text"/>	hours
Car or light truck (2 or more people)	<input type="text"/>	hours
Public transit	<input type="text"/>	hours
Bicycle	<input type="text"/>	hours
Walk	<input type="text"/>	hours
Jog	<input type="text"/>	hours
Skateboard	<input type="text"/>	hours
In-line skates	<input type="text"/>	hours
Para-Transpo	<input type="text"/>	hours
Taxi	<input type="text"/>	hours
Private bus or shuttle	<input type="text"/>	hours
Other	<input type="text"/>	hours

If at any time you wish to revisit a question, the survey tool allows you to go to back to previous pages.

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We really appreciate your participation in this survey. Feel free to revisit your responses to previous questions before you submit your final responses.

34) Would you like a member of the TACK Survey Team to contact you about this survey? If so, then please enter your contact information below.

- ☐ Yes
- ☒ No

Name

35) Please enter your email address here if you want to be contacted by a member of the TACK Survey Team.

36) Please enter your phone number here if you want to be contacted by a member of the TACK Survey Team.



Powered by [SimpleSurvey](https://www.simplesurvey.com/)

Appendix B

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

Other, please specify:

28 : Minimizes required time

107 : service is on time. not the case with OC transport. buses are late even at route start and often cancelled

110 : Is reliable and always on time.

149 : fast

192 : lets me read or browse the Internet

193 : With regards to question 1 of this survey, I also consider the weather and the purpose of my trip. When answering this question I did not consider recreational transport

206 : Direct

230 : I only drive my car to get from point A to B.

247 : I wish I had the option of frequent bus service or light rail to get downtown

258 : Isn't subject to congestion and delays I have no control over.

423 : Most efficient to get from A to B!

500 : I'm in business and need to drive to my clients locations

535 : I am semi-rural and don't have any choices other than using a car.

558 : is fast

582 : Allows me to get to my destination in a reasonable time - ex 45 minute car drive vs 1 1/2 hours bus ride....I choose the car

591 : a method that is convenient and timely and doesn't take an hour and/or several transfers to go a short distance

602 : Freedom with respect to timing

641 : Fastest and most time efficient.

649 : Takes minimum time to get to my destination.

660 : travel time fits into one hour

666 : must be reliable

674 : Gets me to my destination in the MINIMUM amount of time so I can get home to spend time with my family

722 : takes the least transportation time

794 : Parking availability at the destination is a consideration.

833 : come from out of town, only way to city is drive myself

842 : From where I live, there are no public transit or ride sharing opportunities.

855 : Is Fast.

876 : provides service from my home that is more than 40km from my workplace and is outside the city of Ottawa.

907 : avoids traveling with other impatient drivers

3) Thinking about your overall travelling experience in Kanata North, is there anything that you would like to see changed or improved?

Number of respondents : 370

23 : I'm actually very happy with my commute to downtown 2 or 3 times a week (I work part-time)

24 : Connection to Aylmer across the Ottawa River.

25 : more local service

28 : - More friendly to pedestrians, - more crossings (just take a look how many people run across March rd at 8:30am), - more coherence (get rid of fences, more paths, more sidewalks).

30 : extended local bus routes, closer to resident- currently it is a 5 minute walk and in winter this is difficult especially with conditions such as asthma or bronchitis

31 : Garbage picked up on a weekly basis for the Spring and Summer months.

35 : I would like to see a trip from Morgans Grant area to Centrum on one bus. Perhaps using the new Terry Fox extension?

36 : Service to corner of March and Klondike. #93 is too infrequent in both directions during the weekend and evenings. It is isolating and inconveniencing. Worse, it is faster to go downtown on the weekend than to go to Kanata south. Need to improve service and speed out of Kanata North.

Increasing during the workday as planned is not helpful to all. Need to improve at other times of day too. Transit way expansion much needed to Kanata North.

37 : When I heard about last years work on the Eagleson overpass, I thought "yeah, finally that crappy sidewalk will be fixed." Needless to say I was horrified to hear that it was 'overlooked'. I cannot believe the low priority walking gets in this city. Also are we ever going to get sidewalks on the east side of Teron road between Penfield and Campeau?

40 : Do not emphasize public transport at the expenses of quality of life and appropriate density for Kanata. Because of the ideological bias of Council and Staff toward high density, public transportation is a Trojan Horse in a community. Citizen beware: When you are offered additional public transportation opportunities, defacing towers are just behind them.

42 : I drive the car where I want to go. I have just started to swim at the Richcraft Centre and might consider biking out there occasionally, except that the %\$^&*%&^%\$#% mean-spirited land developer has destroyed the bike paths that had previously existed beyond the Beaver Pond and I can't easily get there anymore. Since I retired (10 years ago), I have not taken public transit - it doesn't take me to where I want to go at the times I want to go in a timely fashion. And I got the impression that OC Transpo was not interested in providing a service that I might use when they removed buses from Varley Drive.

48 : I would like to see less bicycles on the roads and if we have to have them they need to obey the rules of the road also they should be licenced like cars.

50 : Some years ago, the city stopped left turns onto and off of the streets running into Campeau. We were told that this was in anticipation of the widening of Campeau and it being made a divided road. There was also supposed to be a light at Bellrock. Well, Campeau was not widened and the light was not put in. So, when the Senators are playing, getting out onto Campeau is very difficult. I solve that by illegally turning left from Drysdale, but I don't imagine that is the outcome the city anticipated by its doing half a job.

51 : The bike path from behind the golf course to Burke road should be improved and / or upgraded. It gets muddy after the rains.

52 : Less of a milk-run once the bus reaches Kanata. More room at the park-n-ride, and then a more direct bus from there to downtown would be ideal (hub and spoke style). *Also, a bike path connecting Morgan's Grant to the Ottawa River pathway system that avoids biking down Carling would be great!

53 : I would like direct access from Morgan's Grant to downtown.

56 : Improved road surface (Campeau comes to mind) Wider parking spots Better lines of site. Hedges etc can block the view of a road one is trying to enter. It seems to me that some people look to spot traffic (nope, all I see is a hedge, so I'll go) instead of looking to see if it's safe. More intelligent traffic lights.

57 : bicycles allowed on the paths (not just the multi use pathways) It's just too dangerous to use the bike lanes along the road --- road too uneven, bike path stops and starts, cars often parked in the bikepath, bus drivers regularly run their inside wheels in the bikepath,

58 : More frequent buses

62 : Better identification of cycling routes. More appropriate off-peak signal timing for intersections with March Road to better address pedestrian/cycling/vehicle wait times.

63 : Some of the multi-use paths are in rough shape (Varley underpass was ice for a couple weeks this spring). Campeau, a very busy road, could use both a bicycle path and a side walk which should run from March Road through to Huntley and beyond. Teenagers, and adults, go to Earl of March/Mlack Ctr, Centrum, Tangiers, Cdn Tire Place which are all along Campeau. A safe, segregated bike path (preferably with painted yellow line) would be nice. The separate bike path and pedestrian sidewalk should run continuously over the Carp (make sure wide enough and can be plowed). Also, bike paths painted on the wider roads are not always continuous. Particularly troubling is the path on Kanata Avenue that as one approaches Campeau it just 'disappears'.

64 : I would like to see better public transit. Specifically, more frequent bus service to Morgan's Grant. The new express route serving Morgan's Grant is TOO LONG. It goes all the way though Kanata Lakes, which is in the wrong direction, before starting to head downtown. Additionally, bus connections between Kanata North and Kanata South are TERRIBLE. Did you know that it takes me THREE buses and 59 minutes to get from my work at Palladium and Silver Seven to my home at March and Klondike? The drive is about 6 minutes. The biggest problem is that the 96 does not connect to the 93 anywhere but at Bayshore. Teron station and Eagleson station MUST be combined in order to facilitate better connections between Kanata North and South!

66 : I would commute by bicycle more if the shoulders of March road were better maintained. The section between Dunrobin Road and Maxwell Bridge Road is dangerous - pot holes, gravel and other loose debris.

67 : Scheduling of routes. - toooooo few options during off peak hours, connections to transfers not in sync

68 : I usually have to drive my daughter to daycare/school in Kanata Lakes every morning, but a couple of weeks ago my husband offered to take her, so I thought I'd try the new 64 route, rather than dropping her off, going to the Eagleson Park and Ride and catching a bus from there. I waited at the stop at 2nd line and Forestbrook to get to my work at Bank/Albert. It was a LONG ride. The scheduled bus never came (I got to the stop 7 min early), so I waited 10 minutes for the next route. It took at least a 1/2 hour longer than driving to the park and ride and catching a bus from there. That doesn't offer much incentive for anyone to switch! There must be better route options?

70 : Yes, we would like to have a local bus along the Huntsville Drive. We have only the 64 but stops around 9am and restarts around 4pm

71 : Campeau Drive extended/finished.

72 : If there were more buses from downtown then maybe i would use the bus to go to work. As it stands now buses pass me by and are crowded. Also, there is no way I could do my groceries, get lumber, furnace filters, large ticket items on a bike or bus.

75 : March Road needs widening. Traffic flow from March Road to the Queensway is bumper to bumper.

76 : I'd like to see more direct services to downtown and better on-time performance of the services that do run.

77 : Better access from Arcadia to Centrum and trams Canada bike trail for pedestrians and cyclists. Huntmar bridge needs pedestrian path and a dedicated bike path on Campeau East-West is required.

80 : More express 60 buses. The changes to the schedule did not help me in any way.

86 : Re-education of drivers on how to signal when using traffic circles.

88 : Bus routes are notoriously off-schedule. They arrive early and late. Especially the 164, 168 and 93.

89 : Light rail to Ottawa centre

91 : Express buses need to run more frequently. Having them come around every 20 minutes, like the 64, is not convenient. When you miss one, by seconds, you wait another 20 minutes with no alternatives. So I have to drive to the park and ride for the convenience of getting a bus. I know Marianne told me the capacity is the same as before, but I would rather have smaller buses run more frequently. If you follow her logic, having one super bus that runs once an hour, with the same capacity, would be just as good. I disagree. And I usually wait 15 minutes for a 96 in the afternoons. I see 95s every minute, but the 96s are hard to find.

93 : -Bus service has deteriorated to the point that I no longer take the bus to work (down town). With the changes to the 60/64, it now takes up to 1 1/2 hours door to door, which is not acceptable. -I have lived in Europe and currently spend three or four in Europe each year, where roundabouts greatly improve traffic flow. I can't believe that we continue to build streets, with stop signs and lights sometimes only a few hundred meters apart, when we could be making better use of roundabouts. - parking on the side of the road in residential areas has become out of control - one must weave through cars/trucks parked on both sides of the street as if it's an obstacle course. Children playing and oncoming traffic is sometimes obscured.

97 : The set of lights at March and Maxwell bridge is way too long.

98 : Provide cycle (with trailer) access from beaver pond to innovation way

99 : Better computer controlled traffic lights...that is, traffic lights that detect that vehicles are waiting.

102 : Better service to new area (Richardson Ridge) and along Terry Fox

103 : You should add electric cars to the survey - as this mode of transport alters cost figures etc and the need for electric charging stations throughout the city.

106 : Better commute times for public transit, MORE reliable public transit, more 96 buses going to Park n Ride.

107 : Double decker buses for all transit way and express routes. Get rid of old clapped out buses
Light rail to Kanata

108 : More frequent 93 Kanata North - Bayshore runs. It's horrible to miss it by a minute or two in winter.

110 : Free Bus Fares for pensioners. This is the case in many other countries, but Ottawa Canada drops the ball on this one.

111 : Speed limit lowered on March road. Dedicated and segregated (walled off) bicycle lanes on March road.

117 : Reduce the number of empty buses travelling around and pass that savings on via reduced property taxes.

122 : Better frequency and timeliness of express buses.

126 : Express bus from Teron Station to Colonnade Road.

129 : Fewer bus stops

130 : Walking paths are in poor repair. Unpaved pathways have almost disappeared as they have been overtaken by weeds. Also, they are not maintained in winter meaning these pathways are unusable in winter and pedestrians have nowhere to walk except the street. The situation is not safe, especially since some of these pathways lead to schools.

132 : 168 to hazeldean mall

133 : I live in Heritage Hills and It is difficult to bicycle to Terry Fox station, richcraft complex, and Ericsson on Terry Fox dr without having to travel on roads I consider unsafe for cycling (Goulborn Forced Rd, March Rd', Earl Grey). Access to bike paths in Kanata North has gotten worse since I first lived in Morgan's Grant 20 yrs ago. We shouldn't be letting developments block off access (north of beaver pond) when there doesn't even seem to be any construction going on. This is discouraging me from cycling more.

134 : Express bus routes that start earlier - it is very difficult to get home for an appointment by or before 4:00 p.m.

137 : 1 regular service bus that travels to the centrum on a regular basis 7 days a week and all day long We do not have that service to connect easily to the centrum.

143 : As a daily user of express buses from Kanata North to downtown, I would like to see service restored to the levels we had just a few years ago. Specifically, increase the frequency of the 60, and return the 65 to a reasonable option for those living in Beaverbrook.

144 : I would like to see a one bus go from Kanata North to the centrum and tanger outlets. Currently it takes two buses to get to the centrum from Kanata North and more than 45mins when it takes about 5-7 mins to drive there. I would love to take the bus more but I can't justify such a long commute to the centrum when driving is so much more efficient.

146 : Fix Goulbourne forced road

149 : bus service that goes north and south on March Road

152 : carling between March Road and Moodie. I've lived in Kanata North for 19 years. Traffic has grown due to new developments but the arteries haven't changed.

153 : More sidewalks along busy roads.

154 : Better bus service in Morgan's Grant. I live close to the French school and it's quite frustrating to have to go through the rest of Morgan's Grant and Briarbrook before getting to the park'n'ride. I also work downtown but must drop my daughter off at school at 9, at which time there are no more express buses. My choices then are to either take the 93 and transfer to a bus that goes downtown, for a total time of at least 75 minutes, leaving no earlier than 9:30 because that's when the next 93 goes by, or take my car and drive 25 minutes. I always try to do what's best for the environment but in this case, it would mean an extra 1.5 hour of transit per day, which would be taken away from time with my children. So I take my car. So short

159 : consistent bike lanes - there are places where these appear and disappear along a route. improved bus connections within Kanata - I do not bus to work (a 10 minute drive) as it would take more than an hour on OCTranspo some of the bike paths in Beaverbrook are in need of maintenance/repair - rough areas, uneven pavement (specifically between The Parkway and Campeau Dr.) we need a clear way to get from Beaverbrook across the tracks to the business area and Richcraft Rec Complex without having to walk/cycle on March Road.

160 : Improved am/pm express bus service. The introduction of the 64 route is not an express service and the trip frequency is not convenient.

162 : Faster travel downtown, Westboro

164 : fix potholes!

167 : Bike lanes should not disappear where they are needed most, at the intersections! That is just insane the way they are currently set up. The bike lanes on roads exist along long stretches of roads

where least necessary, but disappear near any cross street or intersection where they are most needed and most useful. Intersections and shared paths should never use interlocking or other small tiles that increase danger for in-line skaters. They will fall and cause injury. This is never considered when adding these nice but dangerous features. Add higher speed roads (eg Beaverbrook that has few intersections) to allow people to get to the centers of residential areas so people do not speed everywhere due to poor design of neighbourhoods.

165 : Better upkeep of bike paths. More frequent express buses to downtown.

167 : If there was better public transit to the tanger outlet mall I would use it more often

169 : Campeau Drive needs to be resurfaced

172 : As a pedestrian I find the delays at light controlled intersections favour motorists too much. So introduce higher priority for pedestrians at traffic lights.

175 : Yes, the side walks along Kanata Ave between campeau and Goldrige intersections I do not find very safe, especially with all shrubs and trees surrounding both sides of them when walking or jogging. Also, at night it is worse. Please remove all shrubs beside them, as I don't. feel safe walking during day or night on them, especially at nite. Also, the side walk on Kanata ave beside tennis court, that runs beside Goldridge, is also secluded and I never walk that path unless with other people. Thxs

176 : OC Transpo bus routes are poor in Kanata. It takes 2 buses within Kanata to get from Legget to Goldridge, as an example. Buses also do not connect well at the Kanata park and ride.

178 : More bus routes

179 : Buses unreliable. Many buses don't show up. When they do they are full because previous bus didn't show up. They are too often single buses: this is insufficient capacity. So improve reliability of bus service, frequency. Also, new routes have added 25-30 minutes to my commute as opposed to 10-15 stated by OC transpo.

182 : Campeau Drive, named after the builder, must be maintained and it is in a deplorable shape. Did the folks in Kanata Lakes know that after they bought their homes that the road would be allowed to be cracked, bumpier than any dirt road, and patched.

183 : better bus service to kanata north businesses from within kanata

184 : The 65 bus route was convenient. The traffic in Kanata is becoming very congested. I think light rail is needed sooner than later. I travel on the Queensway every work day. While I leave early in the morning (6:25), it is already congested.

185 : Given the volume of bicycle traffic on Old Carp road, especially on weekends, something needs to be done to better serve them. Making portions of the road one-way to car traffic on weekends would well. For the section from Carp to Huntmar, it's so fast to go around on March Road/Huntmar, that there's no reason for through traffic to have to cut through.

188 : More frequent bus service on off peak hours Direct service from downtown to Kanata North on off peak hours

190 : Route 60 from downtown is terrible. It doesn't run often enough, is consistently late, jam packed and have to stand most days, it takes me anywhere from 1 hour to 1.5 hours to go from Kent and Albert to Shirley's Brook and March room

193 : I work at the General Hospital and do not find public transit accessible or timely from my home location in Kanata. In fact it would require three buses and a walk of 14 minutes to the first bus and a total travel time of 1.5 hours one way.

195 : The quality / frequency of express bus service in Kanata North has decreased significantly since bus route 64 was created. i would like to see the same frequency of service as had previously been available for bus route 60 be restored. as a result of the change in service, I am now spending more time away from home and away from my small child than previously.

198 : Bus service seems to be randomly applied to meet the needs of those who complain the most.

A more strategic implementation of bus route planning needs to take place rather than adding a route here and there and adjusting the times. Express service does not seem to be an express by the time it reaches Morgan's Grant because of all the stops made between getting off 417 and reaching Terry Fox.

204 : A faster way to get from the East end of Ottawa using public transit

205 : If you have a bus scheduled at a certain time, it would be appreciated that that bus come when scheduled, barring any unforeseen situation. Recently I have waited for a scheduled bus and within a 1 1/2 week span, the bus never came or it was 10-15 minutes late.

206 : Better bus service, more frequent, more direct, dedicated lanes from eagleson park and ride to downtown

210 : to access bus service that is paid for by taxes but NOT available to all residents

214 : 1. Earlier OC Transpo bus to get downtown. 2. The 64 bus has added over half an hour to my daily commute time. Time I would rather spend with my family. I would prefer a reworked bus schedule.

215 : The frequency of trips coming home in the evening. Many of the express routes are used by students or people using them to transfer between stations along the transitway and the smaller express buses are generally full by Kent St. It would be nice to see the 64 and 68 staggered (currently they come close together) so that I could choose to take either one depending on which one comes soonest.

218 : Sidewalks on March Road

219 : Bus service needs improvement. Frequency is an issue. More buses at peak time are needed, and efficient and reliable local bus service is also important (i.e., buses travelling within the Kanata community and to popular shopping destinations such as Food basics, Bayshore mall without multiple transfers)

220 : No.

225 : All signage on highways, roads and streets can be improved. Signs are often too late for a driver to make a smart driving decision.

227 : Castlefrank road from Campeau to highway exit should be widen to 2 lanes

229 : I would like to see more bike racks at business locations.

230 : Yes! March Rd. is a mess, it needs to be re-surfaced. It's ugly, has too may pot-holes and pot-hole patches.

231 : I really enjoy the convenience of the 93. It makes a nice loop for me to Bayshore and to Kanata north businesses and I live in between. I would like to see this bus service increase during peak times Monday to Friday in the mornings and late afternoons. I find it difficult to access Park and Ride by bicycle as it is very unsafe. It would be great to create bicycle lanes to make drivers aware and to improve safety. I live so close to Park and Ride service, however, I can't easily access it!

232 : I would use my bike more if I felt safe. There are few bike lanes and some residential streets are 50 km's which is way too fast.

234 : Better/safer cycling link from Beaverbrook to Morgan's grant

235 : No

238 : adding another bus route along Halton Terrace (where the 160 used to run) will be good. Right now only the express 64 goes by.

239 : Better public transit, improved park and ride facilities. Also need to address the traffic jams across the 417 overpass from Kanata North at peak hours. Too many drivers cutting into the lane for 417 east from both the left and right - very dangerous.

241 : More police presence enforcing traffic laws. People having an understanding of how round-

abouts work

243 : Improved bus service to west end of Kanata

244 : More community enforcement of traffic. Not looking for additional stop signs, or traffic flow/control measures, Morgans Grant is difficult enough to traverse with any efficiency as it is, more would be an undue burden on residents, but increased traffic enforcement by law enforcement would be welcome.

245 : Terry Fox and Legget needs a traffic light especially when Sanmina opens and more people will be accessing the intersection.

246 : Safer intersections for pedestrians, especially seniors.

247 : I wish I had the option of (much) more frequent bus service and that of light rail to get downtown.

250 : I would like much more frequent bus service and also light rail to get down town quickly. And better express bus services. All at an affordable cost.

251 : better bus schedule or routes

254 : My job will be moving to Confederation Heights, and I do not want to have to drive to this location. Easy access to a rapid rail/bus link would be an asset (such as the coming park and ride on Innovation).

255 : 1. reduce traffic using Varley Drive to transit between Kanata Lakes and March Road 2. fix the failed intersection of Steacie Drive and Teron Road

258 : As a business, with people wanting to visit our offices, the transportation is extremely frustrating and we lose credibility as they say we are too hard to get too and it takes too much time. They feel as if they are taking a cross country trip to get to Kanata.

261 : Redesign of roads within Centrum to improve flow. Traffic lights installed on Kanata Ave at Centrum entrance (CIBC entrance) Completion of Canadian Shield Avenue to improve access to 417 interchange from Knudsen area

266 : bulge @ rush hours

269 : Bus service

270 : Traffic flow. it's been made too easy to travel via residential streets to skip stoplights, even though bigger/faster roads are available. Results in increased residential traffic and speed of traffic on those streets. Also we have the capabilities to make the street lights smarter - do that to increase roadway flow. street lights at night in our neighbourhood should be flashing red and yellow for increased flow. increase efficiency with lights, will increase use on intended roads, less travel time, more productivity in the city. DO IT!

274 : Light rail

275 : Direct bus route from Morgan's Grant to Kanata Centrum.

276 : I would like to see more rapid transit options in and out of the neighbourhood to major destinations (i.e. malls and other transit stations) - why can't there be a bus that runs right down March rather than winding through every dinky street? And I would like to see fewer stops on the milk run "express" routes. There are stops on my #60 route that are only a couple of hundred meters apart, including one at Burwash Landing Bay which is in the middle of a ravine. On the old routing of the #60, it took nearly 70 minutes per trip, which included 35 minutes of winding back and forth and stopping every hundred yards. And I would also like to see the abolishment of express fares, since these routes are not in effect 'express'.

280 : Why is there nothing about my thought on Light Rail, this seems a very mis-leading survey

282 : More frequent bus coverage from other areas of the city, reduced number of stops on Route 93 (is there any point of having so many stops within walking distance of one another on Legget Drive?)

284 : Express route 60 is not express by dictionary definition. Should be regular fee not express fee. In winter 1 hour one way is the minimum average. An average 6-8 months of year with a minimum 2 hours in transit each day is not express. Should be a route that travels March road to park and ride and directly to downtown. Yes, I know city's definition of express is time it takes person to walk to stop. Bizarre and is not logical. Summer is the only time of year when the time of travel is reasonable PROVIDED rider takes bus from park and ride on Eagleson. Still 45 minutes one way if rider does not go to park and ride.

288 : More safe bicycling routes, marked separately if on roadways.

289 : BETTER BIKE LANES, PLEASE!!! We should *never* see a sign (like the one at Campeau + Knudson) telling cyclists to stay off sidewalks when there's no dedicated bike lanes!! Cyclists need to be *safe* if we expect to see more cyclists on the road; more cyclists is the best way to promote safety. Disappearing lanes at intersections is among the stupidest things we see - one of the most dangerous parts of the road and ride, and voila, your lane disappears! Motorists (and I am one) must understand they don't own the roads! Shopping shuttles to keep more cars off the road, or just to make parking easier, might be a workable idea at Centrum.

290 : More bike lanes and increased bike/multi use paths. A bike lane along Hazeldean would be great, especially from Kanata to Bell's Corners.

294 : get rid of the cars parked on the street. There are just too many cars that abuse the "free parking" Start charging for overnight parking and fine anyone who doesn't have a permit.

295 : Better connection between Teron Road and Park&Ride all day not only in rush hours

296 : - better regular public transport from downtown and then along Campeau (understand new 92 route will address this issue) - an OC Transpo outlet at Terry Fox park n ride

297 : Better Bicycle path that joins the Kanata North to Richmond Road and Cederview Road. Proper Bike Path that joins Morgans Grant to Kanata Lakes Pond.

290 : Public transit service ends very early which forces me to change plans and waste a lot more money on taxis.

292 : buses that run on time. Actual buses make it to there stop every scheduled stop.

294 : The conditions of the roads.

298 : Actual bike lanes, rather than courtesy lanes filled with parked cars. Bicycle lanes that do not disappear at intersections. A safe (ie off-road) way to get to the Kanata North Business Park that doesn't involve massive detours.

316 : I love to use the beautiful walking paths, but they are currently old and broken and are quite unsafe to walk upon! There should be some code according to which the pathways are constructed with a crown or some way to drain themselves as now they fill up with water when it rains or the snow melts forcing walkers onto the grass!

319 : The bus service is not reliable. Buses are frequently not on time. There are long periods of time between buses

320 : Improved infrastructure that encourages walking and cycling. Unusable sidewalks (snow plowing practices) and bicycle lanes that are not maintained (swept and potholes filled) are not useful.

323 : I would like to get a bus from Terry Fox Station directly to the Bay Shore or Rideau Shopping Centre without need to transfer..

324 : Reduce travel time from Halton terrace using OC transpo routes 64 by removing kanata lakes deviation. Reroute 93 to bypass Shirley's brook and business park via innovation to speak up commute time. Extend some 93 trips to hurdman/campus.

328 : more frequent running buses ON TIME, more convenient regular bus routes to downtown.

331 : Crossing the 417 is very scary by foot and by bike.

334 : Better bus transportation options from downtown to Kanata north. Travel time for me is 1h20min with one transfer. Using my car is way faster

336 : I love to use public transport everyday, but as with my work place in Carleton Place I am not able to do so....

338 : Major roads like March Rd. need bike lanes separated from motor vehicles. Roads like Terry Fox near Herzberg should have sidewalks on both sides.

339 : Safe Bike paths along major streets such as campeau and teron

345 : Sidewalks along Varley and for the kids to walk to school from Kanata Lakes. Please keep the Beaver Pond an end spot with no through traffic.

347 : Need better bicycle infrastructure/connections, particularly along Terry Fox through Centrum. Cycle tracks should be retrofit into major arterials/collectors (Terry Fox, March, Campeau). Kanata Avenue, from Campeau through to All Saints should be upgraded to roundabouts, mini or single lane to optimize traffic flow and reduce noise through the corridor caused by all way stops. Roundabouts should be utilized where ever possible given their superior safety and operation performance. Kanata North is significantly behind other wards with the utilization of roundabouts. Other areas of the City (orleans, Barrhaven) have seen significant adoption of roundabouts, both major multi-lane and residential single lane.

349 : Campeau is a bit scary on a bike, although there are lanes they appear and disappear. The road is in rough shape (but I know there are infrastructure plans for the future of this road, so I expect the road conditions and bikeability will improve once complete). Some drivers seem to be on auto-pilot at some intersections (i.e. turning left from Teron to Campeau), pedestrians and cyclists really need to be aware that drivers are not looking for them first. I'm not sure if the foot traffic would demand a pedestrian advanced walk signal but it might help. Great to have many residential streets and paths to circumnavigate around the busy roads to get to my destination. Great that cycling infrastructure is included in future plans

353 : Kanata North feels very segmented from Kanata South by the bus system. Especially at Eagleson station. At times, one needs to take a completely separate bus just to pass over the highway. Most times I would rather leave Kanata and head into Nepean/Ottawa than try to connect to Kanata South. I would really like to see this changing so that Kanata South is a more convenient trip than it is currently. Being able to head into Ottawa is still important.

359 : Better public transit for sure! I rely entirely on the car to go to work. It would take me one and a half hour to go to work with the bus versus 30 minutes with the car. Also: a lot of roads don't have side walks. If we walk, it's partly on sidewalks, partly on the street. Every street should have a side walk on both sides for better pedestrian safety.

362 : The aggressive driving needs to stop. Police need to have more presence in the area. I'm willing to pay additional gas taxes or property tax to build more and effective transit. OC Transpo needs to consider a hub and spoke type system. It's crazy that a bus that stops in residential neighbourhoods in Kanata can bring you downtown without the need to transfer!

363 : safer bicycle lanes, i.e. that do not disappear at intersections & allow sufficient space between cyclists & motorized vehicles

364 : Lower the speed limit on March rd to 50 kms. Enforce it. Add more turn offs when travelling north on March to busissses on the west side of March. This will slow traffic and allow better access to small businesses

366 : It meets my needs presently

369 : Pedestrian pathways are a mess and in some places, barely exist at all.

370 : better lights around bus stops

373 : Better roads which carry more traffic and pavement conditions are kept up with minimal

potholes

374 : I would like to see dedicated turning lanes at main intersections (example: a right turning lane on Herlihey to Campeau). I would also like to see walking paths with better drainage (example: walking path between the Signature Centre and Hemlo Crescent -- in heavy rain and during spring thaw, the walking path is inaccessible to pedestrians and to mobility-impaired people).

376 : it is very difficult (takes a lot of time/lot of bus transferring) to get across Kanata in a cheap and quick way

383 : Yes more bus service throughout Kanata North. Also bus service to Canadian Tire. Bus service to the Kanata North Community Garden.

385 : Kanata North needs a Transitway down on March Road. March Road is an extremely busy road and will need to be expanded. Same goes for Terry Fox Drive. Traffic level has increased over the years. The bigger issue is the lack of LRT to Kanata. Residents can't wait till 2036+ for any consideration of LRT into Kanata. Kanata residents were cheated with the LRT Phase 2 plan that will see LRT extend into Orleans. What is our tax money doing for us?

387 : Perhaps a more direct route to Centrum on the bus.

389 : Since the addition of the route 64 in Morgan's Grant, I have stopped taking the OC transpo. It adds too much time to my commute. I am considering driving to work or to the park and ride. The park and ride is always full.

390 : Reliable bus service Faster transit to downtown

391 : Speed limit on March Road is too high

393 : Removal of roundabouts, they are unsafe for blind people. Better local bus service, and better bus connections. Better patching of the pathways. Sidewalk repair.

394 : The frequency and ease of transportation both within Kanata North, Kanata, and going downtown needs to increase. Specifically transit to and from the Kanata North Business Park area is severely lacking.

399 : More frequent service of 182 or change the route of the 93 between Legget and Carling to go down Herzberg rather than Schneider

406 : Reliable busing that is on time and frequent. The 93 is nice but it's normally late and the double decker takes an extra 15min for the route with the large mass of people. Have some light-rail to Kanata will solve the issue before it gets worse.

408 : Herzberg could become a two lane road with the morning and evening rush hour line up

410 : Better use of advanced greens -- going south on March at Solandt for example

412 : better bus service from Barrhaven

417 : More bus routes especially on Terry Fox from Kanata Avenue to March Road. More frequent bus routes in Kanata High Tech North area, and environmental campaigns to encourage people to use buses instead of cars especially for people living in Kanata North. Maybe one day to have own subway station in Kanata would be really great!

420 : I would like to see the number of lanes on Carling Avenue between Moodie Drive and March Road increased from the current 2 lanes to 4 lanes.

421 : Better service within developments, buses running more often within Kanata and to downtown.

422 : I would take the bus if it was more accessible/convenient.

423 : Yes: buses that would go to and from the Bridlewood area in a reasonable amount of time. Currently it is absolutely terrible and cannot be considered. Why do we always have to take 2 to 3 buses to get to Kanata North and lose over an hour while by car it takes less than 10 minutes? Anyhow, I don't expect to live old enough to see OC Transpo organizing half decent public transportation in Ottawa in general!

424 : During the nicer weather, I cycle into work. I like to take the bike paths as much as possible since I don't feel safe on the roads. I would like to see an official paved bike path going from Burke Street to the Marshes golf course. I would also like to see the opening under the train track bridge over Carling avenue widened since there is barely enough room for cars passing each other let alone cyclists.

425 : Have the buses use the designated bus lanes all the time. AM and PM. As of now they only use it when they have customers. Westbound going up the hill into Kanata there can be 2 abreast if not 3 in the auto lanes. My opinion is, if we have the lane available for busses only why aren't we using them.

432 : Four way stops at busy intersections, on Terry Fox in the Business Park area.

434 : I use route 93 5 days per week. I think that it works far from optimal. I believe this bus shouldn't go through residential area early morning and late hours. In my experience last 20min in the morning I'm a single passenger. The same trend I observe in the evening. i

436 : March Road traffic congestion during rush hour should be improved. The bottleneck, in the evenings, is at the intersection of March and the 417.

442 : OC transpo needs to implement a better "Hub" and "Spoke" system to improve East-West and North- South transit. e.g. Hurdman to Bayshore or Hurdman to Kanata direct buses and then Buses from those hubs to the various major work complexes. They should also reduce the amount of neighbourhood integration on spoke buses ... e.g. the 93 (Lebreton to Richcraft) travels through a lot of Kanata North - it should not have to there should be a separate bus that services Kanata north (a milk run) so to speak so that "business" commuters do not need to spend an extra 20 minutes getting to work.

443 : Bus service to accommodate businesses in Kanata North

445 : Sweep March road more often. Paint bike lane under train tunnel on Carling avenue by CRC. Improve connection of NCC bike paths to Kanata North.

453 : Public transit going from another part of the city into Kanata is sufficient, but public transit going from place to place within Kanata (ie. from KRP to Centrum, etc) seems to always take ~1hour

454 : 1) Better signage and signals around Legget Drive. For example, Legget Drive northbound, left turn onto Terry Fox needs signals during rush hour. Also difficult to turn in to (and out of) parking lots on Legget during rush hours. 2) Lack of convenient bus service to Kanata South and Stittsville. Lack of convenient bus service in general outside of rush hour.

455 : The bus takes the scenic route through a residential area before re-entering innovation drive. In terms of driving there should be two lanes when exiting the highway onto march road, to reduce morning traffic.

458 : - OC Transpo bus 93 will stop running to lebreton flats after 8 pm. My job requires me the work long hours. When this bus stops running to lebreton it adds an extra 30 minutes to my trip. - Biking on carling feels very dangerous, most drivers do not abide by the sharing the single lane when go under the bridge. Even though there is very visible signage.

464 : Leaving at night - buses past 6:30pm is 30 minute per, which means if for any reason you missed the bus, you're screwed for another 30 minutes. There were incidents where transit scheduling meant certain buses cannot arrive on time, which in the winter meant that either you stand outside and freeze, or stand inside and hope that you know which way the bus is coming in (sometimes you know it stops at Richcraft, sometimes they come up from Hines).

465 : March Rd. is very congested at rush hour - not sure there's much we can do about that though.

466 : A more direct route

468 : I would like to see a traffic light put on Huntsville and Terry Fox, and also reduce the Terry Fox maximum speed limit from 80km/h to 60km/h around the Huntstville intersection area. Cyclists need to obey the law, stop at Stop sign, if they biking on the pedestrian lane, they need to slow down.

470 : 20 minutes between the buses it just too long, if I happen to miss my bus I have to drive to the park and ride to get to work on time.

471 : More buses to/from Dunrobin

474 : More safer cycling routes which do not significantly increase distance and wait times.

477 : More frequent OC Transpo routes that go down Legget Drive, and ones that source from other parts of Kanata instead of just the 93 from Lincoln's Fields

479 : Commuting from Ottawa to Kanata takes long time since there isn't enough buses (even in rush hour) and almost no direct bus from Ottawa downtown to Kanata in normal hours. This situation forces people to prefer personal car rather than public transport.

480 : 1) We need the LRT to come out west. 2) Expansion and additional Park n Ride locations. 3) Need HOV lane on Hwy 417 to go further towards downtown, at least up till the Parkdale exit. 4) Need HOV lane west bound towards Kanata, at least starting from Parkdale On Ramp 5) Better express buses in Kanata north. It should never take 60 minutes to get to work by "express" bus, compared to 25 minutes by car. 6) Better planning. We need Terry Fox expanded to 2 lanes each way before all development has been completed along the road. Right now it looks like there is tons of development in Kanata but road expansion comes many many years later when traffic is terrible. 7) Terry Fox traffic terrible during games nights

483 : Extended and more frequent bus service to some of our work locations especially in the high tech sector where there is a large student base.

489 : More direct bus routes from central and east Ottawa.

490 : I take public transport daily, it would be great to be able to get into and out of Kanata North quickly by bus. Especially, when it comes closer to 5pm. The bus tends to get over crowded, especially when a bus is delayed or does not show up. With LRT coming to Bayshore in the future, it would be great to have an express bus between Bayshore and Kanata North (essentially go up and down March Road directly).

493 : Better cycling and pedestrian infrastructure. Faster public transport for commuting from downtown Ottawa.

494 : better roads, a whole lot less four way stops. They are getting out of hand, being the cause for frustrated drivers.

497 : for us working here and traveling by car there are not many challenges; however for many job searchers it is very challenging to get to Kanata North on off "peak" hours by bus so we have quite a few potential candidates that arrive late or decline to come to Kanata.

499 : The 93 bus does not run on a regular schedule throughout the day (it runs more often during peak times), and when looking up the trip instructions on the OC Transpo website, it asks commuters to wait at the wrong bus stop. Additionally this bus is always very full, more frequent buses are definitely needed for this route.

500 : I hate that the buses now totally stop traffic instead of pulling into the pick up curves....Katimavik and Castle Frank are accidents waiting to happen...same on Teron road. Suddenly a bus stops and insanity issues...why did the city fill in the bus stop pull overs?...?

501 : I would like to see an advanced green for left hand turners turning off March Road on to Solandt Drive (Driving East)

504 : Buses more frequently. Later running buses. More buses on the weekends.

506 : More direct buses to downtown and banks, currently I need to make transition to get to my destination.

508 : More roundabouts please

509 : Nice that Carling now has wide paved shoulders for biking - THANKS. I bike April-October, with occasional bus trips (Live in Ottawa, work Carling & March). Winter I get a ride with a co-worker (since

the bus strike), with occasional bus ride..

512 : Access to public transit in a more convenient manner. Light rail would also be a good addition to our travel.

520 : Better bus service in Kanata North along Terry fox near Marshes golf course

521 : Better connections between employment zones with the rest of Kanata. Less confusion between local service and direct services

523 : Raised bike lanes in areas of high traffic

525 : Put the speed limit signs back up along Herzberg. It's a 50 zone and people think it's an 80. Makes it really hard to turn out of the lots/roads with the speeders.

526 : More bus times for express buses in beaverbrook

527 : Weekend improvements to connect Beaverbrook to shopping centres within Kanata and back. Additionally, the big Walmart down the south of Kanata is completely inaccessible to bus goers.

528 : A direct route to kanata centrum. It is weird that that therebis no bus that allows you to patronize local businesses

530 : Safer U-turn ability on Richardson Side Road/Terry Fox. Or install lights, or no turn on a red light for Richardson Side Road. Very unsafe. Many fender benders, horns blowing etc.

531 : Better (safer) north-south route for cyclists. March Road's bike lane is a great improvement, but that is still a very busy road, with a lot of sleepy people turning right on auto-pilot in the mornings -- yikes!

532 : The express route takes much too long to get to and from downtown. It should serve Morgan's grant and Shirley's brook only. The bus is always full when it is not even all the way through Morgan's grant. The express routes should start earlier in the afternoon leaving downtown and should be more frequent.

534 : Better cycling options that are alternatives to March Road.

535 : Some consideration for semi rural: pave the treacherous shoulders on March road to allow families to safely ride bicycles on this busy road. It's not safe to do anything other than drive down March road, past Maxwell Bridge. I would love to walk or ride or take the bus, sadly, if you do not live in a high density subdivision, you don't count.

536 : A traffic light or some other safe means of crossing Carling Avenue at Burke Road. I have waited nearly 5 minutes for a break in traffic that allowed me to cross here during rush hour (average wait is ~2 minutes). I often see cyclists riding on the wrong side of Carling rather than waiting to cross.

538 : OC Transpo, I pay 125 for an express bus pass and takes me over an hour, with stops all around kanata, not really express

539 : better bus service - locally - to Centrum area.

543 : I work at a placement agency and have lots a cancellations due to people having to take the bus. Public transits is not the best on March Rd.

544 : I wish there was a bike path from Beaverbrook to Morgan's Grant area. When the development cut off the path I was really upset. I've reverted to only using my van to get to work for the last couple of years. I will NOT ride on March Road.

548 : Widen Carling Ave to four lanes to Bells Corners.

551 : The octranspo bus routes need to be improved. Morgans grant is not serviced well...the 60 should go in Morgan's Grant more and not go down Terron as there are many buses servicing that area already

552 : Bike lends that don't end at intersections (like Campeau).

555 : OC Transpo station other than the overcrowded Eagleson. If I don't get to Eagleson by 8am there are no spots and I have to drive downtown. Picking up a 93 or 60 in Kanata North is an hour plus

ride.

556 : More access to park and rides. I would take the bus if I could get a spot but do daycare drop off and it is full by the time I get there.

557 : Route 93 running more often than every 1/2 hour. Route 60 going from North Kanata directly to the Eagleson Park-n-Ride, skipping Terron Road. An easier bus route to get from North Kanata to Kanata Centrum area.

560 : I live in Morgan's Grant and the express service for OC Transpo is useless. I have to take the 64 which after Morgan's Grant goes to Kanata Lakes. My commute time has increased by 20 minutes each way daily.

561 : More direct route from downtown Ottawa to Kanata (less frequent stops).

566 : Hopeful for light rail.

569 : round about would be good in certain area

570 : Congestion on March Road between 8am - 10:00am specifically after Hertzberg and before Terry Fox

571 : The sight lines when turning left on March road are not very good if there is a car in the opposing lane that is also turning.

574 : Advanced Green light for left turning lane onto Solandt Road.

577 : The bus service in Kanata North is not great. I would never consider using the bus to get from my home in Kanata South to my job in North Kanata. It is not possible to get from Kanata South to Kanata North easily, when it is straight down Eagleson/March Road.

582 : The possibility of an "express bus" that comes to Kanata North from downtown Ottawa (instead of multiple stops along the way).

583 : Fewer school buses. More stop signs on Knudson. Pathways to Richcraft Recreation Center. Better signage for bike paths. Re-paved pathways especially in Beaverbrook. Sidewalks on Varley and Leacock. Bike connections to Kanata North Business Park.

584 : no - it's great to get around but I'm noting more congestion than usual on Kanata Avenue and on Terry Fox

586 : To clarify answers in #2 - I bike in spring-summer-fall months only. Living in Barrhaven I cannot take a bus to Kanata where I work that would take a reasonable amount of time. The public transit system in Ottawa doesn't meet basic needs of commuting unless one is going downtown.

589 : Easier walking/biking access from Kanata North to the Eagleson Park-and-Ride. The traffic taking the ramp to merge onto the qswy east makes it very difficult to cross. A pedestrian overpass to the park-and-ride would be ideal.

590 : If a KN park and ride was available with an express bus downtown I would certainly be more likely to utilize

591 : regular bus to Centrum area (not just during work hours)

592 : synchronize the lights from the LCBO down to the 417. Sync them to the speed limit and avoid all the ridiculous red lights at every light!

593 : More biking trails. Better bus service, in particular to the very north end of Kanata North.

599 : Less traffic, more safety on March Rd. Better transit availability.

600 : Doesn't matter no one does anything anyways and if they do it takes forever

606 : Better bus service

609 : The 64 is ridiculous and has drastically lengthened commute times for some Morgans grant residents.

611 : I would like to see frequent and easy bus service to Kanata North from Kanata South. Currently I would have to take 3 buses to get from my home in Katimavik to my employment at March/Carling

Road. It would take approx. 1 hour by bus but only 10 minutes by car.

612 : condition of the roadway on March Rd.

613 : The bus schedules.

615 : Increased bus service which continues down March Rd as far as Dunrobin Road

620 : Number 93 bus to be able to go up to Maxwell Bridge and not just Klondike.

624 : There was very few bus routes that traveled directly to the technology park campuses without lengthy transfers

625 : Better bus route to 4000 Innovation from Bayshore station. Currently #93 loops through Morgans Grant before going to Innovation and #182 only runs hourly.

626 : Reduce the amount of time to get downtown in rush hours

629 : No.

630 : I would like to see a metro train system that will connect Kanata to Downtown. Rather than spending building a NEW line the City should work with CN rail to use the existing line that runs east west. CN Rail thinks uprooting some of those tracks rather than partnering with the city makes more sense when in reality it doesn't.

631 : Better public transit system. It takes over an hour to get to centrum from Kanata North, which does not make sense considering by car it's 10 minutes. Bayshore and Downtown takes less time. Kanata North should have a better way to get to places by public transit. Starting to get a little ridiculous.

633 : Express bus routes which provide easier access for more people to take advantage of them.

634 : A larger police presence, to slow down the nuts on March road!

636 : Sidewalks in my neighbourhood!

637 : More buses, at more frequent times! Especially in the Tech Park area on March road.

639 : more bus shelters

642 : It is apparent that Kanata-North was designed first with the car in mind, and all other modes came after. I do see some improvement in this though. If my job would permit, I would get rid of my car and take my bike for travelling. However, I need to have a car for my job so that would not work for me. When new places are developed, more thought should be put into how bicycles and pedestrians will be using this including their interaction with cars.

646 : On-time performance of Route 93. Walking distance from Brookside to a route 93 stop. When it's raining, a 10-minute walk to the bus stop is very challenging. I am forced to take a taxi in those situations. It's also difficult when it's snowing or when the temperature is freezing.

648 : I live near Old Second Line road, and I'd like to see a bus route that services the area throughout the day, not only during peak, rush hour times (closer to me than the 93).

649 : Last time I tried, it took me over 1 hour to get from Bridlewood to the industrial park to get to an address on Legget Drive - crazy! It might speed things up if there is a bus that goes straight up and down Eagleson/March without going into subdivisions. If you need a bus into the subdivisions, wait for one. Also, smaller buses could be run in low traffic times to save fuel, as in other cities.

650 : Better bus service to downtown especially during rush hour times.

651 : I would like to see a stop sign or at least better signage and better lighting at the intersection of March Valley and Klondike. I don't use March Valley as often as I would like to because of the poor signage (specially in winter)

652 : Express routes to Kanata from Bayshore and beyond in the morning. Reverse in the afternoon.

654 : More reliable bus service. Quicker route to downtown. Regular service to Centrum.

656 : More frequent buses

657 : Improve the bus service not only at rush hour but also throughout the day. Two buses to Centrum is not good service when it is so close. Not late night service, two university students moved downtown due to poor service to Kanata North in the evenings, none after midnight.

658 : I want a way to cycle from the Richcraft Rec Centre on Innovation Drive to Beaverbrook (e.g. end of Steacie Dr.) - without cycling on March Road. i.e. a bike path in the greenspace behind Nordion. It's a distance of 2-3 km.

659 : Bicycle safety on march road; more bicycle lanes in general; if buses could get me to work at Dow lake more reliably on time with fewer connections I would gladly leave car at home.

660 : 1

665 : Have more frequent busses that get downtown in 45 minutes or less - that are not so crowded that I cannot get on and that are *reliable*.

666 : Safe bicycle rts designed for transportation rather than recreation. 1. Public documentation and reference should be to multi-use or cycle transportation routes, corridors, networks & parkways 2. Only undeveloped, un-maintained and routes specifically designed for leisure recreation (mountain biking, exercise, training) should be referred to as paths or trails. 3. Painted markings on existing roadways that allocate space for cyclists that already belongs to them under the Ontario HTA should not be referred to or included as cycling lanes or routes. (ie March Rd.) Awareness and maintenance of safe streets for cycling should be parallel priority. 4. Better planning of DIRECT & INTERCONNECTED routes like Watts Creek Parkway

668 : More frequent busses during winter. Bus operators are either extremely nice or total opposite to it. It is not fun they do not stop at a bus stop and it is below 20.

671 : Better Cycling sensors at intersections Bike lanes signed so Bylaw can ticket vehicles parked in them Cycle tracks on major roads

674 : The EXPRESS bus should not leave Kanata North and leisurely weave through the Centrum and Kanata Lakes while it meanders on its way downtown. The stops should be sheltered from the wind instead of out in the middle of the high-voltage power lines.

680 : AS LONG AS YOU DON'T MAKE ANY CHANGES ON BUS 60 AND 93, EVERYTHING SHOULD WORK FINE WITH ME.

683 : More bus lines coming to Kanata North outside of rush hour.

685 : no local bus during peak hours

689 : Park and ride in kanata north

694 : Bus service on the 60 and 64 is awful now. Routes used to be very convenient, now I have to leave much earlier as well as get home later and my ride time is longer. We are thinking of buying a second car instead of using OC transpo because its such an inconvenience.

695 : More frequent service in off-rush period directly to Morgan's Grant. It takes me 30 minutes to get from Bayshore because of the scenic trip through High Tech and Shirley's brook.

701 : I would like the return of the 60 along Halton or a changes to the 64 to expedite the route. In the reorganization of the express buses through Morgan's Grant, residents off Halton avenue east of Klondike were not considered, especially since the express 60 use to travel along that route.

705 : Bus service from / to downtown

706 : More consideration given to bicycles on main transit arteries.

707 : A few more bike lanes.

708 : I have lived in Kanata for 34 years - 6 years in Beaverbrooke, 8 years in Glen Cairn and 20 years in Bridlewood. I never imagined that all that time later the bus service would basically remain the same - if you want to go to downtown fast during rush hour (ie federal government employee) you're golden. If you want to go anywhere else (including from Bridlewood to Kanata North and for me to

the airport area) good luck. My car trip - 20 minutes, bike - 45 min, bus - 1 hr and 45 min. Why are there no buses along Hunt Club!!!! Only a dangerous bike lane. Why no off road path - even a permeable path. Commuter north -south bike lanes are needed off the road along Eagleson and Terry Fox.

711 : I would like to see a continuous dedicated bike-running-walking path with minimal road crossings, specifically designed for travelling with children (minimal road sharing bike paths, please!) from homes to their schools. Varley Road is horrible unsafe to bike on with kids especially during morning/afternoon commutes.

712 : More connected bike/walk paths

718 : Have the OC Transpo buses come on time and come more often. Make more buses within Kanata (for example, from Briarbrook to Tanger Outlets or Kanata Centrum or Holy Trinity High School) without having to leave Kanata and go to Bayshore.

719 : A new OC Transpo express route for Briarbrook area only. More OC Transpo local routes to go from Kanata North to Centrum, Beaverbrook library and Tanger Outlets.

720 : Increased service for the 93 and 164 so we don't have to stand a half hour in freezing weather if we just miss a bus

721 : Earlier bus times. More bus routes in residential areas. More frequent bussing.

722 : I would love to walk or bike to work, but don't do so because there is no route that doesn't go along major roads for part of it.

723 : Reconnect the bike path through the woods under the hydro line from Beaverbrook to the Richcraft Rec Center.

724 : Increase the number and visibility of bicycle lane, improve the quality of pavement in bicycle lanes, regularly sweep bicycle lanes to remove debris.

725 : Octranspo by Brady

726 : Do not allow car to park over night on the street

727 : I would like to see route 60 serve exclusively Morgan's Grant and Briarbrook then continue all the way down March Road to the park n ride. Put bike racks on the 93.

728 : Terry Fox - north of 417. The light at the entrance into Centrum Plaza on the east and Canadian Tire on the west has to be changed to help ease the congestion on Terry Fox. That would mean changing the light on the east-west side so that traffic from both sides could go at once - rather than only one side at a time. Because of this delay, the traffic builds up on Terry Fox - particularly going south - and causes congestion at Campeau and Terry Fox. I also do not like the road that comes out onto Kanata Ave at Milestones in the Centrum Plaza. Left hand turns into the plaza off Kanata Avenue and left hand turns out of the plaza onto Kanata Avenue should not be allowed as they are not safe!

731 : I would like to see more consistent direct links between Kanata North and other parts of Kanata (Centrum) and downtown Ottawa

732 : It would be great if the debris is not just brushed into the bike lanes or the sides of the roads as it can be dangerous for cyclists -- i.e. blowing a tire can be just as uncontrollable on a bike as a car. The drainage grates and holes around them can also be dangerous for cyclists if they are forced to go over them due to drivers or traffic.

733 : More areas that are walkable. Many areas were clearly designed for vehicles with no attention to good design when it comes to pedestrians.

743 : Public Transport

746 : yeah cars being stopped for going threw red

749 : Better Synchronization of Traffic Lights.

753 : Sync traffic lights to the major roadways

769 : When I was working for Newbridge Networks there was a bus to your door. Maybe things have changed now from the old good days!

771 : More bus routes and more times after typical "work hours". Hard to find a bus after 10pm. More frequent stops.

782 : More convenient public transit, for example, local buses should come every 10-15 minutes. One should be able to reach his/her destination within 30 minutes.

783 : Least noisest

788 : Change the route of the 64 to not go through Kanata lakes. It is 8-10 minutes slower getting downtown. In the winter it's even slower.

789 : Safe bike paths around rural Kanata North

792 : Morgans Grant should be better connected to the Centrum area via public transit. Going North of March Road on Terry Fox drive there should be one dedicated lane turning right into Legget drive. and one lane going straight with the option to turn left into McKinley drive. The intersection of Terry Fox should have traffic lights or ideally round about if possible.

794 : Direct bus to the Centrum Shopping Mall.

799 : Enforce non-use of bicycles on sidewalks.

807 : More buses running from Kanata north to Kanata south without transferring, it can take over an hour or more to get to Walmart or Hazelean mall....in winter I will shop at Bayshore as it takes on one bus and gets me there only half an hour.....I would love to be able to shop within Kanata to help support our local businesses.....if there can be a bus shelter corner of March and Klondike.....93 can have longer bus route to south of Ottawa...

808 : North south "express route" of March road seems rather bicycle unfriendly or even just unsafe, with no real viable alternative.

811 : Improved bicycle parking hardware

820 : Transit not practical for me

824 : from point A to B in Kanata usually we have to take two public transit. Take too long to get to destination.

827 : less traffic and NO BICYCLES on the roads!!!!

830 : No

831 : congestion on March Road at peak periods

833 : none

834 : No

836 : Reduce congestion on March road. Barriers between the bicycle lane and traffic lanes on March road. I would bike to work all the time but March road is not safe to bicycle on.

838 : extension of 4 lanes through west end of March road

839 : Increase frequency and service coverage to decrease dependency on car / pickup trucks

842 : No - my route from the west is uncongested and I generally get to work in good time, except occasionally in the winter.

851 : Nothing

854 : improve the bus service to Kanata from elsewhere in the city. Bus service should be quicker than car from other areas of the city such as Barrhaven to Kanata not just downtown.

855 : Absolutely. You need to model your transportation system after Hong Kong if you want people to use it. It is fast, efficient, cheap and you can get anywhere you want. First of all, your busses are way too expensive to operate. Several years ago I saw statistics for OC Transpo bus hours on the road for the year and bus operating costs for the year. I worked it out to \$128 per hour to operate a bus. That may be fine for a full bus but you can't run an effective service with a handful of people on a bus

that is costing \$128 per hour. And you can't make it fast or convenient if your busses have to be full all the time. I would like to tell you the solution but this survey has limited how much I can write.

856 : No

872 : Not sure how, but prevent the last second lane jumpers that are heading south on March Road and then cut from far left lane all the way the the right to get onto the 417.

876 : Mass rapid transit with stops no more than 1 km from both home and work with frequent departures and arrivals would be great

879 : none

882 : Bus service from Kanata centrum to second line and vice versa would be great, as well as to and from Hazeldean Mall

884 : Cycling connectivity that avoids dangerous roads like March.

891 : Expanded park & ride. Better bus service (also busses not coming together at the exact same time in peak hours, then nothing for 15 minutes...)

894 : More roundabouts and fewer stop signs / traffic lights, to improve traffic flow and reduce driver frustration. Greater promotion of cycling as an option for commuters, shoppers, etc., rather than just considering it a recreational activity.

897 : Better express bus service

898 : The bus service from Kanata North to downtown should be improved. The new route 64 is not an improvement for those living in Morgan's Grant. The changes to the 60 and new 64 mean that driving is now a realistic alternative.

899 : LRT to Kanata. Park and Ride on North side of 417.

903 : The sidewalks on Knudson, Kanata Lakes is in dreadful shape. Often forces runners out into the street. Also, the bushes/hedges along sections of Campeau haven't been trimmed in years and are impeding sidewalk use. Please continue efforts to get people to observe speed limits on Knudson and Campeau. So much tailgating!

907 : Shared pathways maintained better to eliminate low wet spots in the pathway. Ensure walking and cycling traffic can continue unimpeded between Beaver Pond and North Kanata Recreation Center - the clearcut north of Beaver Pond use to be used heavily and now that the Rec Center is there, this pathway should have been the first to be relocated to allow for continuous use between Beaver Pond and Rec Center and the Business Park. KNL should have made that a priority to help keep residents commuting between the two areas.

910 : Bus to Kanata North: Old second line and Dunrobin rd.

912 : Crosswalk at Knudson and Nelford to enable transport into Beaverbrook via public path. Deference, and communication about, given to golf carts, pedestrians and cyclists.

915 : I come from Baskins Beach and there is no public transportation available so i drive myself everyday.

916 : North/South routes need to be improved, March road is too busy

921 : More people-centric and less focused on cars. Think the Jane Jacobs approach to cities.

924 : We live in heritage hills and there are not many bus routes available.

926 : Not that I can think of at the moment

4) If you cycle at least occasionally, please indicate the reason(s) why.

Other, please specify:

31 : do not use bike

52 : Recreation activity: I use the South March Highlands trails all the time!

88 : grocery shopping and park and ride.

93 : I live too far from work to cycle, and while I use to cycle frequently for leisure and local transport, I do not have the time at present. I've been working 7 days/week for a couple of months at a time during the last several years. I look forward to resume cycling when I have more time.

98 : drop child at daycare

99 : visiting friends locally

103 : I cannot ride a bike physically.

129 : Don't cycle

132 : groceries, library

137 : To also get access to the centrum. Takes two bus to get there. Very inconvenient.

154 : To the library.

159 : to visit friends

284 : I do not cycle

320 : Visit friends

331 : If I need to go somewhere, I bike. Visit a friend, shop, work... picnic... everything.

347 : Leisure

359 : To visit a friend who lives in the neighbourhood.

366 : to reach the Eagleson Park and Ride

424 : Save money on fuel for the car. Use the car less to help the environment. Leave the car available for my wife.

531 : To drop my daughter off at her (in-home) daycare provider's

548 : I don't cycle.

587 : I don't cycle

613 : I do not use this mode of transportation.

657 : Never, too dangerous on Kanata streets.

666 : It is my sole means of transport other than public transport and rides with others

708 : I dearly wish I could cycle to work in the summer - it's just too dangerous

807 : Don't cycle

811 : I commuted to work, until retiring

820 : don't cycle

884 : to drop the kids off at daycare

907 : More pleaseant than driving with bad impatient drivers exceeding posted speed limits and performing Idaho stops at all way stop or other stop signs

5) Thinking about your cycling experience(s), what are your main concerns and suggestions for improving cycling in Kanata North? (Select up to five)

Other, please specify:

51 : The bike path from behind the Marshes Golf course ending at Burke road needs some gravel or improvements. It is impossible to use after rains.

64 : You need a bike path that crosses the railway tracks!! Right now only March Rd and Terry Fox cross the tracks!

66 : Paved shoulders on the 2 lane section of March road between Maxwell Bridge Road & Dunrobin road have not been maintained & are dangerous to cycle on.

99 : Safe sharing of pathways with pedestrians: to allow cyclists to avoid fast and busy roads like Campeau Drive

108 : I never know if I am allowed to bike on the sidewalk on March Road. I would hate to bike on the road. There was a bad accident on March Road a few years back.

111 : March road speed is too high

129 : Keep the cyclists off the side walks. Too many injuries. Forget winter cycling. Waste of time too expensive.

167 : Bike lanes on roads must not disappear at intersections where they are most needed. That is just about the only place they are really needed.

185 : My son and our neighbours kids could easily bike to school in Carp if there was a bike lane, a sidewalk, or a bike path. He is only 6 now, but he will have to be a teenager before he can ride on Old Carp road. Enrollment is going down at his school. If more kids could bike there, maybe it would go up. It's a great school.

212 : Lack of CAN-BIKE promotion to Adults and Children

231 : It is unsafe to share the road with cars when cycling. Safety is my # 1 issue and that's why it's not part of my choices for transportation.

232 : 50 km's on some residential roads is too fast and it makes me nervous.

235 : Current set up is fine

270 : i think cycling to work in Kanata North is working perfectly fine. should be no need to waste tax dollars to increase ridership

276 : Cycling infrastructure is already great in this area! Bike lanes, bike paths, great bike trails.

284 : I do not cycle

298 : We need more cycling pathways adjacent to major roadways

335 : We need cycletracks on all large roads and bike lanes on all medium sized roads.

359 : Paths are inconsistent. There is a path, then there is none and you drive on the road, then another path starts. We need more connections between paths.

423 : Lack of safe crossing the QW paths.

474 : We need more efficient and safe routes across major roadways, that do not significantly increase distance or wait times.

492 : It is difficult to avoid March road or Carling when heading downtown. Providing safer (but still direct) alternatives would encourage me to cycle downtown to get to work.

521 : Need better cycling connections with the rest of the Ottawa bike path network

535 : As a former competitive cyclist, I have been hit by a car on Ottawa roads, and I would love the chance for my kids to ride safely.

536 : A traffic light, tunnel or other means of crossing Carling Avenue at Burke Road

548 : I don't cycle.

587 : I don't want to be on the same road with 3,000lb moving weapons

610 : signals for cars. ride on mai avenues is always a concern.

652 : Better connections to communities adjacent to Kanata North. Better crossing over Carling for example.

666 : more rack and roll buses, year round maintenance, I don't like to be targeted by angry drivers by being in a bike 'lane'

671 : Bike sensors required at traffic lights

674 : Parking is needed on 2nd Line for people exiting their vehicles with their bikes

701 : Routes that link to the Trans Canada that are safe for kids would make cycling easier. Having to use March Road is not safe.

724 : The number of bicycle lanes on roadways need to be increased; speed limits for automobiles should be reduced; and shared pedestrian/bicycle lanes alongside roadways should be removed

727 : expand all paths under hydro lines, including a hydro line path leading from Morgan's Grant into Dunrobin. It would make for a safe and pleasurable weekend ride with children and allow Dunrobin cyclists to access Richcraft

790 : Automated traffic lights need to react to bikes

799 : A bicycle path between beaverbrooke and Morgan's Grant area needed due to closure of path behind Nordion.

811 : Bike lanes seem to be poorly maintained

820 : don't cycle

836 : Barriers between the bicycle lane and traffic lanes on March road.

842 : I don't cycle in Kanata.

876 : not really applicable as I live too far away for cycling in kanata north to be anything more than an infrequent pleasure outing

912 : -people park cars in bike lanes, so I don't trust drivers who are already speeding on Knudson. - crosswalk needed on Knudson at Nelford

6) Thinking about your cycling experience in Kanata North, is there anything that you would like to see improved or changed?

Number of respondents : 177

23 : I'm quite happy about cycling in Kanata North

28 : Slower vehicular traffic, cleaner roads, or more paths isolated from cars.

31 : Do not cycle

36 : Not making cyclists go on busy roads. Cars go too fast and are too aggressive. Unsafe.

37 : I only cycle on pathways as the bike lanes too often disappear, especially at intersections.

42 : My husband and I took our first cycling trip in several years this week - to the mall with the Metro and RBC - and were discouraged to find that bike racks were in short supply - so there was no place to lock up our bikes neither by the drug store nor by the bank.

50 : See above. I ride on the path on the north side of Campeau. I am told that is for walking only. I don't care. Riding in the painted bike lane on Campeau is only for foolhardy riders. I appreciate that the city talks a lot about promoting biking. It's just that - talk.

51 : The bike path should extend from behind the new development in Kanata North parallel to the railway, and connect behind the Marshes golf course

52 : Ideally a bike path that connects Morgan's Grant with Andrew Hayden Park without needing to bike down Carling would be great.

57 : not having to cycle on the bike lane at the side of the road -- a bus passed about 2 inches from my handlebars last week. I should be able to use the sidewalk

62 : First on the list is better signage and information.

63 : Many mentioned on previous page: Along Campeau separate bike path and sidewalk (seniors in particular do not like sharing paths with bikes & scooters); do not put in bike lanes on roads if there are places where they just 'disappear' such as the bike lane on Kanata Avenue (a busy street, higher than 40 km speed limit) when one travels south approaching Campeau; a surprise to inexperienced cyclists -- what will they do now trapped in a right-hand turning lane - accident waiting to happen.

64 : You need a bike path that crosses the railway tracks!! Right now only March Rd and Terry Fox cross the tracks! Better yet, decommission the tracks. In the 8 years I have lived here I have never seen on train on those tracks.

66 : The 2 lane section of March road between Maxwell Bridge Road & Dunrobin Road needs to have the paved shoulders maintained.

67 : See #5

68 : Cars drive too fast along Terry Fox, March- it's too dangerous to bike.

75 : I dislike driving on the roads, too dangerous, some cyclist feel they own the road and don't obey the traffic laws. I believe the laws need to be enforced for vehicle and cyclist alike.

77 : Dedicated bike pathways should be prioritized and allow better access along the East-West corridor in Kanata North

89 : Today on March Road from Old Second Line, it was unpleasant without bike lanes. So, bike lanes there and along more of Old Second Line would facilitate the ride.

91 : It's scary riding a bike on these roads. There's no space for bicycles, and we are told we will get a ticket if we use sidewalks. So I usually don't use my bike.

107 : Bike paths that are longer / more continuous and not 'cut' by intersecting streets as much. A bike path along the Carp river to Stittsville away from Terry Fox

108 : More signs saying "Shared Pathway".

110 : Enforcement of cyclist rules of the road, to protect other cyclists, pedestrians and motorists. Levy heavier fines for offenders (cyclists) re-running red lights and stop signs.

111 : Lower speed limit on March road to 50km

117 : We need controlled crossings for bikes and pedestrians where the walkways and bike paths cross major roads.

120 : Roads/paths are often very rough. Particularly alarming when driving next to cars.

129 : License motorcycles after an extensive training course. Police roads and sidewalks on a more regular basis

132 : not really

133 : Bike path from heritage Hills / Kanata Lakes to Richcraft complex and KRP sites

134 : I don't cycle that often, so can't really comment

137 : It would be great to have bike lanes beside side walks. Similar to what Churchill rd has. Have a bike lane that is not on the major road ways but runs along those routes (terry fox, march rd etc) for safety among vehicles

142 : I am a committed recreational cyclist but I would like the city to stop talking about cycling as a realistic transportation alternative. It is very seasonal and very limited in utility especially for seniors, which I am one of. Can't buy groceries or beer, for example.

144 : Would like to see more bike paths

154 : The Teron bike lane is very bumpy. More racks on day time 93 buses.

159 : See #3 above

167 : Again, bike lanes on roadways cannot disappear at intersections. This makes the existing bike lane markings pretty much useless. Bike paths away from cars is the ideal way to go. No need to maintain them in the winter, that is money spent that can be better used elsewhere. Few people bike in the winter at this point.

168 : Restrictions of traffic turning right on a red light where it puts bicycles in danger. Remove sacrificed bike lanes where it has been implemented to enable right turning of vehicular traffic (e.g junction of Kanata and Campeau).

165 : Signs to remind people not to text and drive. Safer and wider bike lanes

170 : We need bike lanes with barriers to separate the bicycles and the cars on busy roads such as Hazeldean Road, Eagleson Road, and March Road. There has already been a fatal accident on March Road. With so many drivers texting while driving (albeit illegally), bicyclists need a barrier for safety.

172 : Updated map of cycle paths on the web

175 : Yes, Kanata Ave and Castle Frank do not feel safe or comfortable for me at all with cycling on. I used to cycle to work daily near castle Frank and Hazeldean from kanata lakes area and almost got struck by cars weekly. It was the most stressful cycling experiences I eve had. Hazeldean and Castle frank as well as thr many intersections between Hazeldean and Centrum mall were quite stressful and felt uncomfortable and safe to be on... wondering when the next car can hit me. Also, at point where Kanata Ave and Holiday Inn is, heading North, we lose the cycling lane and cars don't show concern of possibly hitting you, as they drive through there. Please fix that part too. Thxs.

176 : it would be good to get some dedicated cycling paths. I saw what they have in Amsterdam last week, and I am very, very impressed. little wonder, Amsterdam has a very healthy, active and 'green' population!

182 : I want to ride on side walks and paths but not on the bike lanes on the road.

183 : dedicated bike lanes on major roads !!!!

184 : Bike lanes that are designed like those in Europe.

185 : Plan school locations with the goal of having students walk or bike to school. Don't underestimate their abilities. They need sunshine and exercise. Making their own way to school and home gives them outdoors time they desperately need. Vitamin D insufficiency, myopia, ADHD: Each

of these problems is helped by more outdoor time every day. Design the city to keep kids healthy.

193 : Carling avenue - dedicated bike lane from Kanata through to Ottawa

218 : More bike paths

220 : No.

230 : Cyclists need to understand that they CANNOT ride in groups. I often see this and it's extremely dangerous.

231 : Safety - clear car and bike lanes and not being lost at intersections where the danger increases.

232 : Improved bike lanes. Reduction in speed for roads.

234 : Link to the new Richcraft centre

235 : No

244 : Traffic enforcement of cyclists. Frequently seeing cyclists ignoring posted road signs, even getting indignant with drivers and pedestrians when pointed out that they're expected to follow the same rules of the road.

250 : It would be nice if more places had bike locks.

251 : It is not easy to cross the 417 on Eagleson Rd and Terry Fox.

258 : The underpass under the 417 was closed for years. Connecting North and South Kanata is important and shouldn't be thought of as an after thought.

270 : how about you create a temp safe path where you're building the new school off of terry fox to encourage more use of the great systems we have instead of trying to block it off.

276 : I have major concerns about how this survey question was developed - in essence, you've made up your mind already that more cycling is the answer. Unfortunately, that doesn't help the many of us that work downtown. Please spend money on TRANSIT as the cycling infrastructure is already quite good in our area (must give credit where it is due!)

280 : Put money into making what we have safer, the majority of bus stops are in unsafe LOCATIONS AND ADD TO ACCIDENT situations

284 : Do not cycle. However, cyclists are pretty careful but I have witnessed some drivers who are rude, belligerent and unsafe and careless when driving near cyclists. People need to be reminded that a vehicle is a weapon and can kill.

288 : Specialized cycling routes, if shared roadway then provide wider paved shoulders for bikes.

289 : Physical separation of lanes is the only truly effective way to accommodate bikes (such as in Amsterdam). The flexible dividers in the Gatineau might work. Lanes MUST be maintained through intersections - too bad if turn lanes (100% for cars) have to go - cars can queue. The disappearing lane is INCREDIBLY DANGEROUS and makes cyclists feel 2nd class. We have to beg for our little bit of pavement! Bike lanes must be 100% cleared in the winter, just like car-oriented lanes ; bike lanes should not be thought of as space for snow! We have a real vicious circle here - specious reasoning that since few people cycle in winter, no point in maintaining lanes, when causation is definitely backwards!

294 : start charging for the use of the paths

295 : I am not cycling

297 : Bicycle path from KRC North to Kanata Lakes Pond which used to be there but KNL has blocked.

294 : Stop people from driving in the bicycle lane - they often think it is a small car lane!!

298 : Actual bike lanes, rather than courtesy lanes filled with parked cars. Bicycle lanes that do not disappear at intersections. A safe (ie off-road) way to get to the Kanata North Business Park that doesn't involve massive detours. Watt's creek path plowed in the winter, March road lanes cleared in the winter (or replaced with SBL, also cleared in winter)

316 : Maps posted at major intersections of the paths would be very helpful!

320 : Dedicated, not shared bike lanes (i.e. no parking allowed in bike lanes)

328 : more commercial site's bike parking facilities needed to encourage cyclists.

332 : There's a specific section of bike path from downtown to Kanata that needs to be widened. It's the section right after the March road underpass, from March road to Penfield drive/Teron road. IMO the curve there near the cedar hedge is too narrow. Cyclists going opposing directions can't see each other and there is too little room to pass one another, even when prepared.

335 : Cycle tracks on March, Campeau, Kanata, Richardson, Huntmar and Knudson.

338 : Commercial locations should be accessible by bicycle and have suitable bicycle parking. I do not shop in Kanata North because stores are hard to get to by bike.

347 : Better facilities along major roads (ie. Cycle tracks)

359 : See above. Make sure bike paths are dedicated lanes and protected from car traffic.

362 : Yes - what's with the bridge between Herzberg and the DND building on Carling. Widen it please!

363 : safer bicycle lanes, i.e. that do not disappear at intersections & allow enough space between cyclists & motorized vehicles; more bicycle racks at local businesses, such as Centrum

364 : Scary on main roads

366 : Improvement in the cycling over the Eagleson Road bridge at Hwy 417. The bike lane over the bridge is not sufficiently realistic to provide safety and the bridge surface is dangerous with the drainage slot and approaches.

369 : Access between neighbourhoods especially in order to access city facilities, for e.g. from Beaverbrook to the Richcraft Centre.

378 : Improved education of cyclists as regards the rules of the pathways.

388 : More signage

389 : The VIA rail bridge on Carling is dangerous to cyclists as it's very narrow. Even driving through in a car seems very narrow.

391 : Make it safer to get across bridges.

393 : pedestrians should be given the right of way when on a path, many cyclists have gone at this gentleman and his guide dog. Cyclists should never ride on sidewalks.

408 : I can ride all the way from Westboro on bike paths except once I have to connect with Terry Fox and Carling

409 : bike lane on busy roads - more safe places to bike

423 : Safe access to Kanata south.

424 : Paved cycling path between Carling and Burke to the Marshes golf course. A crossing signal at Carling and Burke. More thorough sweeping of the segregated bike lanes in the area. More segregated bike lanes.

454 : Better links between and through neighbourhoods. There are lots of paths but no signage or co-ordination between them.

455 : Bikers should not have to bike on the road. It's dangerous for everyone. If I can bike my entire route without having to bike alongside road traffic, I would bike. (Algonquin college to Kanata north)

458 : More of an effort to insure cars are obeying the laws that are already in place, like not passing cyclist in areas that are labeled as single file. More bike paths on road ways or any way to separate cyclist from motor vehicles.

464 : Train bridge by Carling is a pain. If you come down Carling from the east, you've chosen unwisely because a bike is 20km/h, while the cars are driving 80km/h, and you'd hope that cars behind you can see you when you go under the train bridge. I used to do the scenic route, come out

at Burke, but making that left is not easy, and riding counter traffic feels just wrong.

466 : more bike paths

468 : Kanata North's major roads (March, Terry Fox) are designed for high throughput. The bike lane right beside the road is not safe for cyclist. I would like to see, the bike/pedestrians lane are away from the main road.

474 : Signal lights are needed at Burke and Carling.

481 : More regular cleaning of the bike lanes on the shoulders of roads. Improved signage (larger, more visible) at the rail crossing on Carling Avenue, west of Herzberg. A physical barrier or separate bike path separating bikes from cars on March Road, a main thoroughfare in Kanata North. Many cyclists avoid March Rd because of there is a perceived risk, no separate lanes for bikes and due to the serious accident several years ago.

483 : More cycle paths that are roadside.

490 : Going down Carling road is VERY dangerous when it comes to going through the bridge.

492 : Despite bicycle lanes, I do not feel safe cycling on March and Carling. However, there is often no reasonable alternative.

493 : Segregated bike lanes on the busy roads where cars travel fast (e.g Carling Avenue, March Rd, Eagleson, etc). A complete grid of paths and not the current disjointed network. A safe way to get from Watts Creek Pathway to Carling/March - currently have to cross a very busy Carling with high speed traffic to get to the correct side of the road to get to March Rd - the pathway is great until that point and then ends!

494 : It would make more sense from a safety standpoint to have the bike lanes removed from the shoulder of the roads and placed above the curbs..

497 : more cycling lanes

499 : n/a

509 : I cycle 5 days per week to work April - October (spring melt to fall time change).

528 : Wider bike lane and reduce speed at march road from 80 to 60

530 : Generally I think the bike paths are excellent.

531 : Having better multi-use paths between the neighbourhoods in Kanata North would be wonderful.

534 : Ability to move around without needing to share major roads (particularly March Road, Eagleson Road)

535 : Consideration along March Road near St Isadore.

536 : Virtually all of the commercial establishments in Kanata North are along March Road but this is a terrifying road to be cycling on and extremely unpleasant to walk along. Alternative paths to stores and restaurants that went behind these places would make them far more accessible for people on bikes or who are walking.

538 : No

543 : I am not a biker.

544 : a safe and direct path away from March rd that gets me past Nordion between beaverbrook and hi tech or Morgan's grant

555 : March road needs bike paths connecting to other parts of Kanata.

561 : Better maintained paths. More space on busy roads.

581 : Please see above question 5

582 : no

584 : don't like to be on any major roadways

586 : We need more cycling paths. The shoulders of roads and streets should be better maintained - they are full of potholes and debris. Where feasible, bike lanes should be clearly marked to deter drivers from getting too close to cyclers. There should be more "share the road" signs or other signs to remind drivers to take care when approaching a person on the bike. I'm amazed daily by how reckless some drivers are. Being a driver myself I know that it is very easy to slow down and give someone on the bike more room, it takes a minute of your day but can save a life or at least make it more enjoyable. I know many people who do not take the bike to work because they expect to have problems on the road with drivers.

588 : All of my issues are in Kanata South...

593 : All paths should be inspected and maintained annually (at least). There are several I take that have seen significant deterioration over the past few years. Also, more trails are always appreciated.

609 : Many streets have parked cars on both sides, making it dangerous for cyclists. A wider shoulder on Old Second Line (toward March) would be safer, as would widening Klondike, east of March.

630 : It's actually pretty good right now i'm sure there are improvements to be made but nothing to complain about.

634 : Better access (Bike path) from Brookside to the main bike trail on the south side of Carling.

637 : Wider/More Bike paths on roads. I like sharing the road with cars but riding with the cars is not ideal. Having our own path is ideal, with space!

642 : I think the cycling infrastructure is pretty good in Kanata North. I would cycle to work every day, but my job requires my car so I am not able to. Areas I have of concern, especially as an experienced cyclist, are Terry Fox and Eagleson/March where it crosses the 417. Cyclists are expected to mix in with high-speed traffic. I don't see an easy solution to this, but I think it would be worth to look at.

646 : Maxwell Bridge Road, Marconi Avenue, Shirley's Brook Drive and Klondike Road do not have bike lanes! Cyclists share the same lane with cars. It is often a scary experience, as cars sometimes pass me too closely. One time a car was only about an inch away from me when he passed me on Klondike. Sidewalks make very bumpy rides for bikes. Also, it's difficult to share sidewalks with pedestrians and sometimes their pets. Not sure if anything can be done about things like the following, but I was also almost hit by a driver on Shirley's Brook backing out of his driveway without checking. If I did not scream, he would have definitely hit me.

652 : Crossing at Burke over Carling or separated lane for dual flow bike riding between Burke and Hertz berg.

658 : If we could just finish a working bicycle path between the Richcraft Rec Ctr on Innovation, and Steacie Drive in Beaverbrook, then we would have a working bicycle route (away from March/Egleson - which most people don't want to cycle on due to high speed vehicle traffic). That could open up a major cycling channel between the population centers of south Kanata (Bridlewood, Katimavik, etc.) and the Kanata North Business Park. MAJOR! I've cycled this many times ... through Beaverbrook on Varley Dr. & Leacock Dr., Leacock Way, bike path to Campeau, Gray Cr., walking bridge over the 417, cycling path, Chimo Dr., Pickford Dr., cycling path to Pickford Dr. again, then Irwin Gate, Carbrooke St., Abbeyhill Dr. etc.

659 : Bike lanes that don't taper and end without warning on roads; better signage and room on march road for cyclists

660 : 1. continuity of bike trail from Kanata North to Kanata South 2. repeal of \$125 fine on sidewalk in places where city neglected to provide safe bike path 3. restore right of way from Morgan's Grant to Shirley Bay (in the past it was along Shirley Blvd) 4. there is a trail which connect Watts Creek Pathway to North Kanata Business Park. It starts from Burke Rd crosses Carling Ave and continues along Sandhill Rd. After each rain or early spring section close to Carling/Burke became muddy and impossible to navigate. 5 I oppose the idea to spend taxpayer money on inclusion of the dedicated

bike lanes in Kanata. I demand from the City to move the funds toward improvements of the Bicycle Interconnecting Pathways.

665 : There needs to be a path that connects to the path near Britannia never is shared with motorists.

666 : 1. Extension and development of routes and branch-lines of Watts Creek Parkway from Carling Rd. through to Carp and serving all areas of Kanata North equally with the same quality of infrastructure. 2. Bike markings removed from March & Terry Fox Rds. and other major thoroughfares, with more appropriate and equally direct cycling routes created with the same infrastructure accorded to cars. 3. The elimination of 'meandering pathways' for cycling transportation routes. 4. Development of an Interactive and accessible map which allows cyclists to identify problems, dangers, repairs, safe routes, potential dedicated multi-use/cycling routes. 5. Better signage and public awareness of multi-use/cycling routes

671 : Traffic signals do not seem to be triggered by bikes. Terry Fox is a mess, on-road lanes next to a 60-80 speed road is ridiculous, plus, on street lanes disappear at Centrum, by far the busiest intersection. No wonder people bike on the sidewalk.

674 : Parking is needed on 2nd Line for people exiting their vehicles with their bikes The pathway between Klondike and Goward needs to connect; it's deadly

678 : More paths to Carleton place

701 : Route signs for linking up with trails that head downtown.

706 : All the above concerns are valid when including personal transportation into the public transit mix.

707 : More places to safely lock bikes.

708 : Commuter bike paths off the road along Eagleson need to be addressed. Build a side bridge across the highway for bikes and pedestrian on Eagleson - permeable path on the NCC land from Hazeldean Road to that new overpass with trees and benches and ample room for pedestrians and cyclists. Then one along Eagleson all the way up to Alcatel. Pedestrian / cyclists' underpasses at busy, multi-lane intersections would be wonderful for drivers / walkers / cyclists! That is where deaths are more likely to occur.

711 : Our townhouse is situated on a street in a newly built neighbourhood that does not have a sidewalk, or enough place to allow children to safely bike. The driveways only allow enough room for one car, with majority of owners having two vehicles, which result in both sides of the street having parked cars. Children walk, ride or scooter in the middle of the road because that has the most visibility.

718 : None

719 : Implement measure to remove cyclists from major roadways to ensure safety of both cyclists and motorists. Motorists must swerve around cyclists which is dangerous for everyone.

722 : Of specific concern is lack of bike/walking path available to get from Kanata Lakes to where the new Richcraft Complex is (ex:parallel to Goulbourn Forced Rd), which is where many high tech businesses are located. Paths used to exist through forests near the Beaver Pond, but lost accessibility when construction started in the area.

723 : Repave some paths that are in desperate need. Varley / Carr path to the Varley tunnel needs repaving. Mostly through the tunnel portion

724 : Refer to answer to question 3.

727 : Expand paths under hydro lines. Enlarge the shoulder for the mountain bikers along Second Line Road.

731 : the more bike lanes, the better. Segregating bikes from cars is crucial particularly on busier roadways.

732 : It would be great to have bike "sensors" at all traffic lights. Sometimes I have been forced to turn left against a red light because the left signal could not be triggered by a bike in the lane.

753 : Yes, get the bicycles off the roadway

782 : Cycling paths should be either higher than roads (not at the same level) or sunken in. This way, there's a clear physical and visual distinction of roads and cycling paths. It will induce more attention from pedestrians, drivers, and cyclists, and mitigate accidents.

788 : See above

789 : see first page

790 : Automated traffic lights should be triggered by bikes - one at Teron and old post office never works. Secure bike lock ups at stores that don't require me to bring bike lock would be nice

799 : See above. Includes possible path from beaverbrooke with access to I.e. GoodLife Fitness, Brookstreet.

808 : Narrow meandering frost heave inflicted paths between neighborhoods are fine for weekend recreation with family at slow to moderate speeds, combined with mixed pedestrian usage, but are not really viable as cycling A to B "express" routes for faster cyclists.

811 : Driver tolerance of bikes

814 : Get bikes off sidewalk

820 : don't cycle

824 : cycling path should be away from major road for safety of both drivers and cyclists.

827 : get them OFF THE ROADS!!!!

830 : No

834 : no

836 : Barriers between the bicycle lane and traffic lanes on March road.

842 : I don't cycle in Kanata as I live 50km west.

876 : not really applicable as I live too far away for cycling in Kanata north to be anything more than an infrequent pleasure outing

879 : more of bike pathways

882 : No

884 : Connectivity from Beaverbrook/Kanata Lakes to the Richcraft Rec Centre.

894 : Safer north/south bike route, especially during forthcoming construction north of the beaver pond. Wider shoulders on rural roads (for example March Rd west of Dunrobin, towards Carp and Almonte)

896 : we need separate bike lanes on March road

903 : Getting into commercial retail spaces a challenge. Also, finding the bike racks at retail centres a challenge.

907 : More designated bike lanes and better signage of those lanes.

926 : N/A

9) As a pedestrian, please indicate the reason(s) why you typically use this method of transportation.

Other, please specify:

- 24 : To see our City. Will drive to Westboro or Little Italy or The Glebe and walk around and shop. At least 1X per week.
- 26 : I don't typically walk
- 67 : Sometimes walking is faster than waiting through traffic or waiting for a bus
- 77 : To get to the CTC park and ride OC Transpo express buses into downtown Ottawa
- 94 : To get my mail
- 116 : Senior center
- 154 : To the library. To the Eagleson park'n'ride to take the bus.
- 159 : to visit friends
- 212 : things close by
- 257 : Mail Box
- 289 : Work & school should be on your list, no?
- 366 : to get to and from the Park and Ride from north of the 417 in the winter when missing connections of buses
- 383 : restaurants
- 424 : walk to the bus stop.
- 483 : Visit family & friends in my neighbourhood
- 531 : To pick up my daughter from daycare
- 558 : to get to a close destination in the neighbourhood
- 587 : I don't walk
- 611 : to get to my local gym
- 657 : Do not walk
- 666 : health reasons
- 705 : grocery shopping
- 721 : 15+ minute walk to reach the bus stop
- 741 : To reach public transportation - the closest bus stop (other than the express bus) is a 10 minute walk from my house
- 876 : not really applicable as I live too far away for walking in kanata north to be anything more than an infrequent pleasure outing
- 884 : To get to a faster bus. 5 minutes of walking might save me 20 minutes of waiting for a bus.
- 903 : walk to neighbour's homes
- 906 : To get to a bus stop each morning and home from a bus stop each evening

10) As a pedestrian, what are your main concerns and suggestions to improve this method of transportation in Kanata North? (Select up to five)

Other, please specify:

24 : As a pedestrian in Kanata, i do not have any concerns. I have always found it safe and accommodating when walking in Kanata.

37 : The drainage is terrible on some pathways. As a former civil engineer I was always taught that sidewalks should be slightly rounded, so as not to puddle in the middle...this does not seem to happen anymore.

46 : I find it very pleasant to walk in Kanata

51 : Pathway on Klondike road (near the South March PS) needs a footpath.

62 : Improved signal timing to reduce cross-street wait times.

63 : Most pathways are not lit, in the fall before snow falls (Oct-Nov) is especially troublesome, more people go on the roads then (bikes, walkers, joggers) making it more dangerous.

77 : Huntmar bridge does not have a pedestrian path. Should be prioritized due to increasing volume of pedestrian traffic across bridge.

94 : Penfield Drive does not have a sidewalk for its entire length

99 : Prompt repairs are important for elderly and those with reduced vision

108 : I like walking in Kanata

110 : I feel unsafe crossing roads where there are, crosswalks and lights. Some motorists ignore pedestrians completely.

111 : crossing March road at Teron is dangerous

148 : Some streets do not have sidewalks.

167 : Fix the centrum. It is impossible to walk there. Try to go from TD bank to Loblaws and you will have your life threatened. That is a ridiculously bad design. The city should never have owned the roads in there nor should they pay to maintain them. Too dangerous for pedestrians.

169 : Clear the snow from the pathway around the pond SOUTH of Maritime Way

178 : Too much dog excrement on pathways, especially in the off leash areas of Morgan's Grant.

182 : The sidewalk machines do not remove snow to the pavement. They would if the people would act on it before the snow gets a chance to freeze up.

185 : No sidewalks on our road. Traffic has risen over the past 10 years to the point where walking is unsafe. Kids can't travel along it.

193 : I live in Marshes Village and walk the Terry Fox-Herzberg-Leggett circle frequently as well as along Carling. There are no sidewalks along Carling and Schneider leading to the local shops and restaurants which would be beneficial for the safety and convenience of many workers in the area in addition to the residents. As well, parts of the existing sidewalks around the TerryFox - Herzberg circle could use repair. and in addition and this has been discussed before, there are no suitable sidewalks for pedestrians from the Eagleson Park and Ride to Kanata Business Park. Daily I see people walking in snowbanks (in winter) or on the rough grass walking from the bus to work.

198 : Drivers making right turns do not look for pedestrians on a consistent basis

235 : Everything is fine

258 : The 417 overpasses are dangerous and risky for a pedestrian.

276 : Klondike road has been put off... Again. It's only been 7 years that the neighbourhood was built. Sigh.

280 : Feel unsafe sharing the road with Buses

290 : There are places where pathways are necessary.

298 : Drivers go far above the speed limit

320 : Coordinate snow plowing so that the street plows do not throw snow onto plowed sidewalks and make them unusable

345 : Sidewalks on Carr to help the kids walk to school safely.

347 : need more roundabouts

349 : Vehicle awareness of pedestrians - although I cross at the signalized intersections, I have been nearly hit a number of times by drivers not paying attention to pedestrians crossing.

366 : replacement of sidewalk on Teron between Beaverbrook and March Rd is necessary to reduce hazard

383 : pathways are in need of repair are not well lit at night and need to be maintained year round roundabouts are extremely unsafe for pedestrians and should be abolished

399 : Due to the location of the 93 stop at Schneider and Carling, I need to walk along Carling

422 : No real concerns. Crosswalks are readily accessible, Walking signals last for long enough.

423 : It is just fine as it is.

442 : distances too great for commute

464 : From the Kanata tech area to restaurants, it's generally a bit far to walk to it on a lunch break

500 : Would love to see pathways divided in half...bikes on one side pedestrians on the other to keep more bikes off the road...bank street is insanity for both drivers and bikes. No reason sidewalks cannot be shared

521 : No pathway available in some areas of the employment zones.

544 : I can safely walk to work in 30 minutes - but MARCH Rd is very loud and it is not pleasant.

577 : The speed that cars drive on March road is insane. I would never walk on it ever. The cars drive upwards of 80km, even 100km. There should be much heavier enforcement on this road.

583 : I feel unsafe crossing at crosswalks especially during rush hours.

666 : I feel too much is being made about the inability of pedestrians to share pathways

701 : More paths that don't restrict me from taking my dog. A lot of paths are not pet friendly.

708 : Consider more permeable pathways - cheaper, more environmentally friendly and plowing them in the winter is feasible

718 : I can not get to my bus stop for school in the morning because the pathway is not plowed.

720 : Poor plowing after snow. Sometimes difficult to walk.

721 : pedestrian streetlights should automatically turn to walk to align with car traffic without the need to press the button

723 : Varley needs a sidewalk because it is now too busy for people to walk in the road imo.

724 : Generally cyclists should not have to ride on shared paths but rather on bicycle lanes along roads.

727 : Please complete promised linking sidewalks on Halton Terrace (French school) and Flamborough. Very unsafe right now.

852 : I do not reside in North Kanata

876 : not really applicable as I live too far away for walking in Kanata north to be anything more than an infrequent pleasure outing

891 : No sidewalks. Especially difficult in winter/early dark.

907 : cyclist need to stay off sidewalks when bike lanes are available

11) Thinking about your pedestrian experience in Kanata North, is there anything that you would like to see improved or changed?

Number of respondents : 165

23 : I'm happy about the quality of paths and sidewalks in Kanata North

24 : Connectivity of pathways. For example, if Kanata Lakes could be connected to Arcadia and Arcadia connected to Fairwinds etc...

25 : stop bikes on sidewalks

28 : Please please please clean sidewalks in winter.

30 : more lights

36 : Pedestrians first at crosswalks and decreased wait time to cross. Enforcement of speed limit to discourage aggressive drivers. More sidewalks.

37 : The sidewalks over the Eagleson overpath needs to be fixed ASAP and there should be something in place so that this never happens again. Simply banning pedestrians over the winter was not a feasible solution.

48 : More sidewalks

50 : No.

52 : Older Kanata neighbourhoods (Beaverbrook, Katimavik, etc.) have substantially more and better pathway networks than the new neighbourhoods, which look just like every other suburb.

53 : Sidewalks on secondary streets which children use to get to school

57 : no

62 : As previously noted, reduced wait times for signalized crossings of major arterial (ie March Rd)

63 : In Beaverbrook, it would be nice to have sidewalks on Varley and Stephen Leacock since the paths are not lit, and in the winter they are not well maintained. Kids have a hard time walking to school, adults don't walk to get where they are going. Two years ago my son walking home from school slipped on path ice and broke his arm, he was not the only student this happened to.

64 : More walk trails/pathways through and outside of neighbourhoods.

67 : See #10

68 : Sidewalks are treacherous in the winter- which is why walking to the #60 bus from my house on Galatina Way in the winter was just too far.

77 : Some sidewalks are in need of repair; year round clearing highly desirable; pedestrian paths should be made a priority across bridges.

89 : Main concerns are dog owners not cleaning up after their pets. Secondly, in winter, ice can be a concern. Low spots gather water in the Spring.

91 : Have them cleared in the winter

93 : I don't really have any concerns about walking or jogging in Kanata North and walk when ever I can.

98 : Better access for pedestrians from centrum to Canadian tire

106 : More sidewalks, snow removal, safer paths

108 : No it's fine

110 : Repairs to the pathways are falling behind. Making them trip hazards for citizens of any age. Asphalt surfaces deteriorate in summer and winter and require some TLC.

111 : Lower speed limit on March road to 50k

117 : Most neighbourhoods lack sidewalks. Cars travel very fast even in residential neighbourhoods. Most kids don't walk to school along Leacock Ave because of the traffic and lack of side walks.

126 : Crosswalk/stop light at teron at Salter. Safer to walk from Teron/Campeau to Eagleson Park and Ride. It is not safe as a pedestrian to cross Queensway on-ramps. Crosswalk, or overpass/underpass

may make it safer.

129 : KEEP BIKES OFF THE SIDEWALKS !!!!!

132 : too many drivers turning right, looking left and not making complete stops at lights or stop signs. i almost get hit daily!!!

133 : I think it is already pretty good for walking

134 : No, I don't have any issues with my pedestrian experience in Kanata North

137 : More sidewalks

152 : sidewalk maintenance

153 : More sidewalks along busy roads and roads used by pedestrians (i. e. Goulbourn Forced Road)

154 : The Teron sidewalk is very bumpy, not fun running with a stroller. I would like to see a stop sign on Halton at Peikoff to make it easier to cross to go to and from school.

159 : see #3 above

162 : ..

167 : Centrum should have been a conventional mall, not a set of box stores that one must drive between stores. Walking is like playing Russian roulette. As mentioned above, try to walk from TD bank to Loblaws to Walmart. You will risk your life more than 5 times to do that. This is a horrible design and layout. It does not seem to have been designed. The city should not be paying to maintain anything in there. Awful and dangerous layout.

170 : I have no concerns as a pedestrian.

172 : Higher priority (faster response) for pedestrians at signalised intersections.

175 : Same comments hold true here, as I requested in the cycling section. Castefrank side walks along sections between Kakulu clinic and Hazeldean are not in great condition. Also, the shrubs along many of the side walks on Kanata Ave, both side of it from goldridge to Campeau are not safe to walk or cycle on with all shrubs etc.

176 : pedestrian walkways are alright in Kanata.

182 : They have to be plowed regularly. And the people/men who drive those sidewalk machines need to be held accountable for the damage they do to them. I have seen them drive them hard, and I hear first hand info from the mechanics at the city garage as to how they were damaged.

183 : we need sidewalk along the major roads such as katimavik rd near the town centre and over the QW on eagleson.

184 : Many pathways are not well maintained. I walk a lot on them so I know.

188 : Drivers do not yield right of way to pedestrians

192 : People need better education about pedestrians in roundabouts. As pedestrians should yield to cars, when vehicles try to let pedestrians by, cars either pile up in the traffic circle. It's a matter of time before someone gets hit.

193 : As above - and thinking mainly of the corridor from the Eagleson Park and Ride (March road) to Kanata Business Park - a need for sidewalks (and bike lanes in some areas) continuing down Herzberg

202 : Time and time again I see young cyclists coming off a path and on the sidewalk at full speed coming from around the corner. I have been almost hit a few times particularly on Centrum. Even with the signs the young cyclists are still doing this. I am almost always forced off the sidewalk as well with young cyclists as they refuse to go on the grass especially when they are two cyclists who are chatting away. I am almost a senior now.

204 : The side walks and pathways (particually in Kanata Research park) are in very bad condition. There has be no money spent on upkeep and they could certainly use help with clearing the ice and snow after a storm in a timely fashion.

212 : removal of lit street signs in favour of proper street corner lighting. (12 is broken)

obliged to speed on them. Removal of roundabouts, or changing the rules so that pedestrians have the right of way.

316 : Better access to trails through wooded areas!

320 : Cars not watching for pedestrians crossing the road at intersections and almost running them over!

338 : Roads like Terry Fox near Herzberg don't have sidewalks all the way along, so pedestrians need to walk on the road to get to stores or bus stops from where they work in the Kanata Research Park.

345 : Better sidewalked areas for the children to walk to school.

349 : Kanata has an amazing number of paths throughout the neighbourhood. Some streets don't have sidewalks - I'm not sure how much that might deter some people from walking?

362 : It almost seems, by design, that major intersections in Kanata and Ottawa discourage pedestrian use. Yield signs where cars don't stop for pedestrians. Signals that don't change when pedestrians request them. Impatient drivers turning left and/or right.

363 : in the winter, pathways need to be plowed more quickly after large snowfalls

364 : Better lighting and signage

369 : Maintain pathways year round. If that means paving unpaved pathways then it should be done or, put in sidewalks in those areas.

374 : I would like to see drainage issues addressed so as not to impede one's ability to reach a neighbourhood or commercial building.

383 : removal of round about, 6 holes and pass especially the path between goldridge and Shoppers Drug Mart. make the sidewalks wider over terry fox and eagleson bridges.

389 : It's fine.

390 : Path repair

393 : More audible traffic signals, less right-hand turns on red lights, elimination of roundabouts

406 : The eagleson bridge needs to be cleared of snow in the winter. It was a severe oversight to not allow people to walk to Beaverbrook over the bridge if bus drivers are not allowed to stop at the lights off the highway to let people off especially in the winter.

420 : We need more parks and recreation centres to ensure everyone exercises and stays fit

421 : no

423 : See answer to Q.10

464 : I see a lot of people ignoring crosswalk around Leggett & Terry Fox when I'm at the Subway in the car. Something to address the safety would be good for everyone.

468 : I would like to see improvement around the area where the Time Horton, Lone Star restaurant, and train track are. If you are pedestrian, you would feel very unsafe to do any road crossing around this area.

483 : More sidewalks.

490 : Crossing Carling between Wendy's and Tim Horton's is dangerous at times because it's hard to see cars (during lunch time). Also cars go by very quickly there. Going down March Road is also a bit dangerous because all the cars are zipping by at 80km. If there was more separation between the road and the sidewalk.

493 : Lights don't give pedestrian a green crossing by default, a pedestrian must press the button. Why wouldn't a pedestrian always get a green, it makes no sense. Lost count of the number of times I've reached a crossing just as the lights change but the cars get a green and I don't. Pressing the button just means waiting for another long light cycle. An actual safe way to get from Campeau Drive to Eagleson station. The current path is tiny, and makes a pedestrian fend for themselves crossing the two on ramps. The path is also not maintained in the winter so there is no connection to the station!

This is even after there was months of work on the bridge, how was this overlooked?!

494 : for the most part it works well. Although some areas could use improved lightening I would hate to see my tax dollars used for this since it is not a core service. As citizens we can make what we have work.

500 : the eagleson road queen way overpass is a nightmare for pedestrians

506 : When the snow melts, there are puddles all over the pedestrian path

509 : I occasionally roller-ski. Tricky crossing intersections / rail tracks. Also,(Carling & Corkstown) need to go on road for about 500 meters because 'bilke path' by cocker fields is gravel - not a suitable surface for rollers.

530 : Traffic circles (Roundabouts) should NOT have pedestrian crossings on them. They were designed to keep the traffic flowing. When cars stop for a pedestrian the entire circle of cars is stopped. Pedestrian crossings should be elsewhere on the road.

535 : There are no pathways in my neighborhood an no parhways to object to anywhere (semi rural)

536 : Virtually all of the commercial establishments in Kanata North are along March Road but this is a terrifying road to be cycling on and extremely unpleasant to walk along. Alternative paths to stores and restaurants that went behind these places would make them far more accessible for people on bikes or who are walking.

538 : No

544 : It would be better to have more spots to cross the golf course. Basically - walking routes should be modified to provide more direct access to Centrum from Beaverbrook.

548 : Have the walk sign longer so people of disability can take their time crossing. Priority should be on the pedestrian to cross, not the car to cross through.

555 : A sidewalk along March road would be greaet.

557 : pathways need to be maintained year round.

561 : No

574 : Cross Walk at Wendy's Parking area over to Lone Star parking area. Super dangerous!!

581 : See above question 10

583 : Slow down the traffic

584 : it's a very walkable neighborhood except as you get closer to the business park area - there need to be paths and sidewalks to accommodate that area

586 : Pathways and sidewalks are not well-maintained in winter or simply do not exist in many areas making it impossible to get about on foot once snow falls.

593 : Unfortunately most things are too far for walking in Kanata North, but there's not much you can do about that.

597 : Crosswalk added on Carling Ave between strip mall by Wendy's and Tim Horton's/Lone Star

604 : I would like better snow plowing of the sidewalks and pathways. I understand that residential streets and those near schools are priority, but it is unsafe for employees to be walking to work along the road because the sidewalks haven't been plowed.

606 : Proper winter maintenance so the sidewalks can be walked on. They are always snow covered and/or dangerously icy

610 : it has been great. I don't have any problems with that

615 : the intersection of Eagleson and the Park n ride is very dangerous. A lot of people cross on the red light eager to get to their car at the park in ride. Very surprised there has only been one death there so far. An overpass for pedestrians would be ideal here,since it's so busy. Similar to what they have in Orleans.

630 : Sometimes in neighbourhods people leave debris on the pathway. That needs to be stopped.

637 : Lights on pathways, so it is safe to travel at night

642 : There needs to be better connections between businesses and roads. An example is the Shoppers at Klondike and March that has no pedestrian connection between March road and the stores. Other examples are most big stores that has the parking lot between the road and the stores, which requires pedestrians to walk through parking lots and rely on cars not hitting them. I personally prefer having businesses flush with the streets like you see downtown so they are easy to walk in. I often walk on Terry Fox in the Centrum area. It is an uncomfortable place to walk because of the high volume of traffic and the frequent crossings with cars, especially with motorists who don't realize pedestrians are ahead of them.

649 : Need to know where they go/are, e.g. maps on pathways. Enlarge and raise them up to eliminate vandalism, and tilt them to be able to see them.

659 : Sidewalks are great but would like to see more paths in greenspaces

666 : 1. Additional maintained right of way pathways between the ridiculously complex street structures of Kanata North. 2. Better signage to indicate pathways and where they lead to and are headed towards. 3. Maps of Kanata North should have all pathways and connecting links clearly marked 4. Better awareness of pedestrian routes

671 : Inadequate cycling options mean most people ride on the sidewalks. Need to improve options for cyclist to get them off the sidewalk and improve pedestrian safety. Use more roundabouts to improve safety

674 : Klondike and Goward need the pathway connected

683 : More places to cross March Rd.

694 : Sidewalks can be bumpy and rough. Tough to run on.

696 : Walking paths between houses on streets that foster a more walkable community by ensuring you can walk places efficiently.

701 : More pet friendly trails and parks

706 : Kanata North was originally designed to be pedestrian friendly. We lost this ideal with the expansion. I would to see it become a main objective again.

708 : An aging population needs more benches. When putting in business, consider putting parking in the back - it makes it more attractive to walkers to "window shop". More patios are needed and longer cross times for older folks.

711 : The newly develop neighbourhoods have beautiful houses, but very little in the way of green space or space for trees to mature, or any birds, butterflies or natural features that make walking pleasant. The lack of sidewalks in the townhouse neighbours discourages relaxing as you walk.

718 : I would like to see crosswalks or lights at busy intersections like March and Klondike, and March and Terry Fox because the ones we have now are not working properly.

719 : The crosswalk lights at March and Klondike & March and Terry Fox do not work properly which makes me feel unsafe. I am also concerned for my children using these crosswalk lights.

720 : See above re plowing

721 : Crossing roads at intersections during early morning is scary; vehicles often do not stop during these hours.

723 : Add sidewalk to varley to allow more walking to the schools.

724 : No

726 : Stop cyclist from using sidewalk

727 : complete sidewalk links in Morgan's Grant.

733 : In winter, many pathways are not plowed, or they are only partially accessible. Often, you can become trapped on a sidewalk with now accessibility to cross-walks. A good example is March road,

where the side-walk on the north-bound side is cleared, but to reach the cross-walk at March/Carling, you have to scale a mountain of snow.

753 : Yes, get the bicycles of the pathways

782 : Separate pedestrian and cyclist pathways - either create buffer zones or barriers, or have two complete distinct paths (for example: a red colored path for pedestrian and green path for cyclists).

788 : Lighting

793 : walkways cleared from snow and sanded

794 : Sidewalk on Flamborough Way between Morgan's Grant Way and Ipswich Terrace

799 : Enforce bikes of sidewalks.

811 : No

814 : Get cyclist off sidewalks

824 : More light at night.

830 : I am not sure.

834 : no

876 : not really applicable as I live too far away for walking in Kanata north to be anything more than an infrequent pleasure outing

879 : not much

884 : Walking at night can be a dark affair.

893 : Add sidewalks along Penrith to allow my children to walk to school safely

894 : Better signage and enforcement at all-way stops on Kanata Ave. Some motorists barely slow down at these intersections, while others don't respect the right of way of pedestrians. In particular I often see seniors and children who are intimidated and hesitate to cross, thus seemingly encouraging drivers to proceed when they shouldn't.

898 : No issues

903 : Please repair the Knudson sidewalks They are quite broken up and becoming worse after every winter.

907 : Traffic calming measures on roadways where people need to cross to get to a sidewalk. Blind corners impede safety of pedestrians crossing street to sidewalk when cars exceed posted speed limits

912 : Improve safety for children. Sidewalks not needed on Sherk, Rosenfeld, what is needed are speed reducers as the speed limit on the hill up/down Sherk (north side) is absolutely disregarded by vehicles.

14) If you use public transit or Para Transpo, please indicate the reason(s) why.

Other, please specify:

- 26 : Not very convenient or timely
- 51 : Go downtown
- 63 : When I need to go downtown during express times (7-9 a.m.) take the bus
- 67 : Little or no parking at destination
- 108 : To go to my volunteer jobs
- 110 : To reach or visit a business downtown Ottawa.
- 114 : To go downtown, but I would drive to Carlingwood first and take the bus from there because it's much quicker. The bus system from Kanata is beyond terrible.
- 132 : groceries and downtown
- 133 : Only have used it for football games at Lansdowne
- 153 : To go shopping downtown or meet with friends
- 154 : To a friend's house for playdates.
- 162 : go downtown on holidays, special events
- 169 : My wife and I use Para Transpo occasionally, not the public transit buses
- 170 : I take the bus to work (CHEO) when the weather is bad (i.e. freezing rain, snow storms) as it is safer than driving on the Queensway.
- 172 : attending summer music festivals downtown
- 198 : To go downtown in order to avoid looking for parking
- 212 : bar hopping
- 231 : To get downtown on weekends for activities, to Bayshore for shopping
- 235 : Never use it
- 245 : to get to special events
- 255 : to attend functions downtown Ottawa
- 257 : To get downtown avoid traffic and parking issues
- 266 : only if I don't have a car
- 297 : I don't use bus
- 316 : I often use it to travel to Downtown Ottawa or past Downtown to the east end of the City to visit Family!
- 320 : Car not available and too far to walk in given weather
- 366 : social outings and entertainment such as Movie Theatres and National Arts Centre
- 390 : events
- 393 : Para Transpo doesn't let you make arrangements to be taken to medical appointments until about a week before. Para is a barrier to use.
- 423 : I can't use OC Transpo: the service is so bad that this is not considered an option.
- 452 : To travel to work after leaving the car at the dealership for service
- 464 : When I shouldn't be driving.
- 480 : Downtown for family activities, going to market place, museums, parks
- 586 : I used to take the bus to work some time ago, it was extremely difficult and took too long to be feasible.
- 587 : OC Transpo is a pile of shit, I don't use that service
- 642 : Whenever I am heading downtown for pleasure, usually during evenings and weekends.
- 708 : I never use it because bus service is crummy in Kanata unless you are a downtown commuter or

a high school student

715 : I do not - it doesn't serve my area and is far too restrictive

719 : Byward Market, National Arts Centre, Shopping Centres

720 : To visit daughter, friends and outings to the city

732 : A friend's house

808 : To avoid parking issues, to avoid cycle unfriendly weather

830 : I do not use it

884 : to go to the pub and not have to drive

912 : to go downtown

15) Thinking about your public transit experience(s), what are your main concerns or suggestions to improve public transit in Kanata North? (Select up to five)

Other, please specify:

28 : Route 96 for Kanata North

50 : Scrap Presto and get a good system.

51 : It takes forever to reach downtown. The 60, which is convenient for Kanata North residents stops running at a bit after 8am. It should keep running till at least 8:45

63 : Expresses heading downtown at rush hour are more reliable than the buses returning to Kanata end of day, esp in winter

64 : More direct routes to Centrum and better connections between Kanata North and South, and to industrial areas.

66 : Do we have bus service in rural Kanata?

67 : LRT to Kanata NOW - Kanata has become the half not cousin to the rest of the city

68 : Expand Eagleson Park and Ride or one close too it- Kanata North is too far- it's faster to drive to Eagleson and bus from there.

77 : Express buses from stittsville should deviate to service Tanager/Arcadia neighbourhood and would not affect existing service. Already written twice to OC Transpo and Councillor about this, no results.

94 : No transitway on March Road

99 : Advertise how easy it is to use it and get tickets....

108 : Increase the 93 frequency! I can't believe this hasn't been arranged by now. It's a very busy route.

132 : direct route to hazeldean mall to keep business local

152 : more bus routes

167 : I have tried to take trips with the buses. They are fine if you can go direct. Transferring is horrible. A trip that is 15 minutes by car has been over 2 hours by bus. I can see why people drive when this happens.

172 : Consider free transportation for low income people and seniors outside of rush hours

176 : bus schedules are pathetic for Kanata. Buses often do not connect to each other between the local 16x routes and major routes such as 93/ 96/ 118. Also, it takes two buses from Goldridge to Terry Fox/ Legget area, which is silly.

182 : Travelling downtown on a Saturday takes too long because the bus only comes once every half hour.

183 : express buses in the am/pm to kanata north

193 : Shelters and real time alerts of arrival times needed for all bus stops - see UK and other EU countries for examples.

210 : actually provide the bus service we pay taxes for

212 : ticket bad and illegal parking in Park and Ride lots. Too many non-residents taking up spaces on busses.

234 : Sidewalk across the 417 at March Rd needs to be improve to get to the park and ride

235 : Stop running buses with no passengers on them

250 : If frequency, cost and convenience (routes) were better, I'd use it much more.

270 : buses suck. will never use them.

289 : Why isn't Light Rail covered here in some way?

296 : Open the OC Transpo outlet at Terry Fox to update Presto cards

297 : In north kanata going around bus in very difficult. very less frequency as well.

320 : Reduce the number of underutilized buses and divert the funding. Use it or lose it approach.

354 : Eagleson Park and Ride needs to be expanded, it's always full

360 : Train bus operators to correctly interpret the REQUEST STOP sound on the bus. Some do not seem to hear it at times...

369 : Better access to local (Kanata, Stittsville etc) destinations from Beaverbrook.

423 : Well thought bus routes wouldn't hurt.

464 : If there's an express, that would be great.

466 : More direct route to work

474 : Easy access to try out "rack and roll" - I don't want to test whether my bike with its pannier racks and fenders will fit while the bus is waiting for me,

489 : Reduce the amount of time it takes to travel from central/east Ottawa to Kanata North

587 : Literally everything needs to be checked off here. Too bad you limited the choice to five options. OC Transpo needs to improve everything before I ever step foot on the appalling, shit, excuse they call "affordable public transit"

639 : more bus shelters

642 : Make bus riding more pleasant.

649 : Speed up South/North travel incredibly. Reintroduce bus pull offs to load/unload passengers & stop blocking traffic flow. Provide a merge lane for the busses to reintegrate into traffic. Other vehicles ****must**** allow buses the right to enter traffic.

652 : Express buses between West Ottawa and Kanata North but in the opposite direction. Morning to Kanata North, afternoon out.

666 : Desperately need to better design bus routes. It takes 35 minutes to get to Bayshore and almost ALL of this is in Kanata North. Extending the transitway would save less than 5 minutes.

696 : It's not an essential service

708 : There should be one bus route doing the loop from Alcatel south on March / Eagleson Road down to where Terry Fox crosses Eagleson and then North up Terry Fox back to Alcatel.

715 : decrease funding for public transit and direct that funding at better roads/pathways

727 : Dedicated express bus for Morgan's Grant-Briarbrook residents

808 : Lack of semi express no xfer link between Kanata North and Centrum seems like a major oversight

876 : my use is so infrequent that the current situation is adequate

884 : Please get a bus on March/Eagleson that is direct and not a milk run.

903 : I got fed-up with OC drivers being allowed to cut their routes short for very minor, not dangerous problems on the bus, for example, back door of bus not functioning, with just a handful of people onboard. Ridiculous. Everyone forced to walk. Drivers simply wanting to truncate their route.

17) Thinking about your public transit experience in Kanata North, is there anything you would change or improve upon?

Number of respondents : 194

23 : no I'm happy

24 : Make it easier to use Transpo to get to events at Canadian Tire Centre.

25 : more, better local service

26 : a bus from Kanata north to the library/seniors centre

28 : Direct bus to downtown.

30 : local routes expanded to residential areas

36 : Everything. Kanata North is vastly underserved. First - increased speed to other parts of Ottawa. Second Park and ride for flexibility. Third increased trips. More coverage and stops.

37 : The reliability is the biggest issue. My bus ride to work is less than 10 minutes (but about a 45 minute walk)...but I often have to take an earlier bus, because if the bus is 5 - 10 minutes late I would be late for work. If I knew it would be on time I would have an extra half hour at home.

42 : I do not use public transit - it does not go where I want to go in a timely fashion. And it is costly for a casual rider.

50 : Since you have decided to go with light rail to nowhere, there is not much point in this question.

52 : Once Kanata North park-n-ride is built, there must be fast, direct connection to the Queensway (maybe by Terry Fox + Kanata Ave?). None of this milk-run stuff that pushes people to drive to Eagleson p+r.

63 : Can spend close to 25-30 minutes going through Kanata North on the 68 before ever passing the Park & Rides and hitting the Queensway. Nearly as long on the local pick-up as the drive to downtown.

64 : More direct routes to Centrum, and better connections between Kanata North and South, and between Kanata North and the industrial area near the Canadian Tire Centre. Teron and Eagleson stations need to be combined in order to eliminate the need to take the 164 between the two stations.

66 : a commuter route from Constance Bay to the Eagleson Park and Ride

67 : See #15

68 : Faster routes to downtown, dedicated bus lane all the way to Bayshore (instead of just to Moodie)

76 : Frequency & punctuality of downtown buses.

77 : Express buses from stittsville should deviate to service Tanger/Arcadia neighbourhood and would not affect existing service. Already written twice to OC Transpo and Councillor about this, no results.

88 : This past winter there were times I could not wait at stations or shelters for a late bus because of the temperature. There should be more stations with functioning heaters. Increase the frequency of route 93. Make bus drivers accountable for their schedules.

89 : No

91 : More frequency of express buses, more buses so I don't have to stand and be packed in, heated shelters at park and ride I am considering switching to driving as it is very uncomfortable being packed into buses

93 : As I mentioned at the beginning of this questionnaire, I used to use public transport virtually always to get to work. When I lived in Orleans, public transport was very efficient when commuting downtown. I first moved to Kanata North in 2003 and discovered that it took much longer to get downtown, a situation that has steadily become worse. With the change in 60/64 routing, which has added at least 20 to 25 minutes to my commute, I have abandoned the bus. I would rather not drive to work, but it saves me at least an hour a day in commuting.

94 : No transitway on March Road

96 : Earlier bus time to get home

97 : The 60 takes way too long to get downtown to work, it is a full hour

102 : More buses along Terry Fox and in Richardson Ridge area (including close to All Saints High School and Kanata Lakes area)

106 : Reliability of buses, seats availability

108 : Dangerous getting off at Teron and Steacie and crossing the road to Jackson Court

110 : Change some of the drivers. People skills require improving.

114 : Not enough direct routes to downtown outside of rush hour.

117 : Reduce the number of empty buses driving around Kanata. Cut my property taxes.

120 : Making the buses more reliable.

126 : I would commute by bus to work if it could get me there in a reasonable amount of time. But it would take over an hour so I drive instead.

134 : Frequency of the 65. I have to take a 68 if I want to get home before 5 p.m., then walk in over 1 km from Campeau Drive. The schedule of the 65 has forced me to change my work hours, and I now get home later at night, thus making my evenings shorter. I cannot walk out to Campeau to get an earlier bus in the morning, and the 65 comes once an hour. When it's late, we are ALL late for work.

137 : Need a regular route bus that travels to and from Morgans grant to the centrum 7 days a week and all day long. Takes too long to get to the centrum and requires two buses. Nice to have a regular route to gain access to restaurants, the theatre, shopping etc. we don't have this service and express routes don't give us this access all day long

143 : At the cost of an express pass, it is reasonable to expect a seat when travelling from Kanata north to downtown.

144 : 1 direct bus to the centrum

149 : I don't use it because it takes too long to get anywhere. Down town, china town, bayshore, airport

154 : Express buses after 9 a.m. and 6 p.m. so I can get to work by bus after dropping off my daughter at school. More racks for bikes on daytime 93.

160 : More express service, faster routes that make sense. Such as the 60 vs. the 64. A new route was added, the 60 became a faster route, and the 64 is the poor cousin, slower and longer...what a joke. Look at how many people ride the 64 only to get off and transfer to the 64 on the same road!!!

167 : Transferring buses is not a good option with the layout of routes. It does not help when buses mysteriously do not show up causing awful waits for the next bus. The "plan my trip" option on the OC Transpo site is really good (or it was the last time I used it last year) for planning out things. Transfers are a gamble though.

168 : Express buses later into the day in the morning.

165 : Buses to Kanata north seem to operate on similar schedules. If they were offset, it would provide more frequent options for getting from downtown to Kanata North.

175 : We need to have transit lanes on the Queensway directly from Centrum to downtown core, without having to get off and go on at various Queensway exits. We get stuck in more traffic especially during peak hours when doing this. Why can't we have a dedicated transit system to connect us directly to Bayshore hub? I.e. we should try and build transit as the East end #95 bus has. It is one of the most efficient buses because of its extremely efficient route. Let's make transit work for Kanata. Right now we are the most populated area and still growing, yet infrastructure is the worst. Also, why isn't Kanata Ave 4 lanes, it is always so busy. Especially during lunch, holidays, Xmas etc.

176 : everything needs to be changed. the bus schedules for one are poor. there's a local bus every 30

minutes, which is one reason why no one probably takes the local buses. the buses do not connect to each other between 93/ 96/ 118 and the local 16x routes. how about smaller buses which are more frequent? how about a real hub-spoke configuration for local travel within Kanata? why are there so many express buses but nothing for the rest of us who do not go to downtown but to other places in the city for work? I have to change 3 buses daily to get to work in Carling Avenue. and there are no trains for what's supposed to be one of the fastest growing urban area in Ottawa?

179 : Buses unreliable. Many buses don't show up. When they do they are full because previous bus didn't show up. They are too often single buses: this is insufficient capacity. So improve reliability of bus service, frequency. Also, new routes have added 25-30 minutes to my commute as opposed to 10-15 stated by OC transpo.

182 : I find it odd that there is not text box to comment on the UBER question on the next page. UBER should be allowed to operate in this city, this city is in a free country. If UBER cannot operate, then remove the licences from the other cab companies too. Its all or none. There should be no fees paid to the city to operate a cab business.

183 : express buses in the am/pm to kanata north

185 : When my son is older he will take public transit to do teen-ager stuff. He will need a place to park his bike while he rides into town. A big bike lockup at Richcraft would probably do the job.

188 : More frequent bus service to downtown

190 : consistency in arrival time, quite often 2 route 60's arrive at the same time.

192 : How close some stops are to each other.

193 : Shelters and alerts as mentioned above

195 : i would like the frequency if service for bus route 60 restored to 12 rather than 8-9 trips.

198 : Buses don't keep a consistent schedule. Travelling from downtown to Kanata late at night

requires a lengthy wait at Bayshore because it is impossible to time the connection between 96 and 93

202 : Yes change the 168 to include Knudson again and to Herongate Mall. Have another bus route to accomate the Kanata Lakes area and schools. The route is long and winding to travel around the Kanata area.

210 : there are no bus routes so REFUND the portion of property taxes paid for NON-SERVICE

212 : Proper respect for tax paying riders over non-residents.

214 : The 64 added to my time spent on the bus when it was introduced. There is no way to get to the Centrum on a single bus from Kanata North.

215 : Stagger the frequency of westbound trips in the evening so that the 64 and 68 are arriving further apart. Improve reliability of 64 (the booking for this bus between 4 and 5 means that it's often late).

219 : Increased frequency of buses going to/from downtown during peak hours. Increased frequency of local buses travelling to popular destinations and less need for multiple transfers

231 : I use to take the bus # 60 for years. However, after cutting down the service January 1, 2015, I decided to forgo my express pass and get a regular bus pass. I now take 6 buses a day to get to and from work. I think the price is a little too expensive for the service I receive. If the #60 would go back to it's old schedule, then I would consider going back to express and take 4 buses a day.

234 : See above

235 : Make it more efficient by removing routes with sub-critical passenger loads. We cannot afford to provide everybody with all the public transport they want

239 : The Ottawa Hopspital is the second largest employer in Ottawa-Carleton. Why are the no express busses to the hospitals?

244 : Traffic enforcement!!!!!!!!!!!!!!!!!!!!!!!!!!!!!! OC Transpo is by far the worst traffic offender in

Kanata north when it comes to obeying traffic laws. Buses routinely drive at unsafe speeds up and down Klondike road. Fail to signal when merging back into traffic after pickups/drop offs. When arriving at stops placed close to intersections, they do not come to the intersection, stop again, and proceed when appropriate, but rather leave directly from bus stop running through the stop sign believing they have the right of way. VERY UNSAFE operators...

250 : More options! In an area as large as Morgan's Grant and Klondike, I have only TWO bus choices, one of which is an express only. Leaders complain that bus usage is declining but yet minimize options that would make it used more.

251 : better schedule and less time to wait.

258 : The existing service during rush hours is OK. It is during off hours, that the difficulty occurs. Why are we not considering using existing rail facilities to move passengers to and from Kanata. The city should support privately funded passenger rail to bridge the gap between current service and with Light Transit is planned in phase 3. I have been told phase 3 is sometime between 2032 and 2048. This is well beyond my working life. Passenger rail using existing facilities will do more to stimulate growth in Kanata, reduce Kanata's carbon foot print and integrate Ottawa as a first class city than just about anything else. The Transit committee should not remain silent on this matter.

268 : Bus trips just take too long compared to driving there, even if it means 13+ \$ for parking.

269 : More buses

270 : buses are the worst thing this city has ever done. get light rail dammit! dedicated bus lanes are a waste of a perfectly good lane. we have 2 of 5 hwy lanes dedicated to HOV or buses. combine them and increase number of usable lanes for cars. ask a factory to be at 60% use and see how long they last. Get light rail coming out, and i would use to go downtown or other areas in Ottawa. I have seen bombardier trains used in light rail in many different countries, but not in the capital of our own country - a country that heavily subsidizes there production!!! Get on with it!

276 : Where do I start... \$130/mo is way too much compared to cities with subway systems like MTL that charge much less. Buses stop way too frequently which increases travel time and is a disincentive for me to use transit. No viable park and ride options. No clue why it is so damn hard to build a freaking parking lot or why no efforts have been made to engage NCC on expanding Eagleson. Make the businesses pay more into the system - Kan North companies put a burden on our transit system and road network and pay nothing for the privilege. Those working downtown, meanwhile, pay \$250 a month to park or \$130/mo per person for a bus pass.

280 : Yes, the safety of buses when stopping and starting, try driving behind a bus along Castlefrank, 7 stops, non safe

282 : More frequent / efficient coverage for route 93.

284 : I already addressed this issue earlier in this survey

289 : Light Rail plans need to realistically reflect the population and projections for Kanata and Stittsville.

292 : I want to see more advance scheduling system put in place

294 : more bus routes

297 : Until there are more busses and easier routes to Colonnade Ave - There is no way I will take the bus.

290 : Adding additional 93 trips at night, even one per hour would greatly improve accessibility to Kanata North at night. Also, during week days, frequency of 93 trips should be at least every 15 minutes. Lastly, if all 93s went to Lebreton, instead of ending at Lincoln Fields there would be significantly less need for people to transfer buses.

298 : Increase the frequency of the 93. Make bus travel more attractive than car travel. Have local

routes have actual destinations and be useful.

316 : Local buses need to be more frequent!

319 : The wait times between connections is too long and not reliable. The amount of people of some of the routes depending on time of day are extremely high and not safe

320 : Get them off residential roads and run then on main roads only.

324 : Reduce commute time on 64 for halton terrace by removing kanata lakes deviation. Detour some 93 trips avoiding Shirley's brook and the business park via innovation to reduce commute time for Halton terrace. Extend some 93 trips to campus/hurdman. Increase frequency of 165 to every half hour.

328 : more convenient route to get downtown from where I live at regular price.

331 : More weekend service. I like to get out of downtown, but the bus service is so commuter focussed. It takes 1.5 hours to get from Little Italy to Kanata by bus on a Saturday. Really.

335 : Access to Hazeldean Mall and Bridelwood.

338 : The cost and lack of frequency of buses make commuting to Kanata North not compelling.

353 : Kanata North feels very segmented from Kanata South by the bus system. Especially at Eagleson station. At times, one needs to take a completely separate bus just to pass over the highway. Most times I would rather leave Kanata and head into Nepean/Ottawa than try to connect to Kanata South. I would really like to see this changing so that Kanata South is a more convenient trip than it is currently. Being able to head into Ottawa is still important.

359 : Frequency, more routes, cost is prohibitive

360 : North Kanata (esp. Beaverbrook) has lacking OC Transpo service along Campeau Drive. What I mean by this, is that we only receive service from express routes (peak AM/PM and only unidirectional) or local buses (164). Now, with the upcoming route 92 service (apparently replacing route 164 on Campeau), I fear the route will not run to the same extent as the 96 (example of fully functional Transitway route). This would suppose unreliable service within Kanata and out towards downtown/east. I truly believe areas served by the 64, 65, 68, and 66 would benefit from non-express, all-day, bidirectional service from a reliable Transitway route (as is available for the Katimavik-Eagleson-Glen Cairn area). Thank you.

362 : Light rail to Kanata, as fast as possible.

363 : better bus routes to travel within Kanata; more frequent express buses

366 : 20 minute frequencies on those presently 30 minutes

369 : Long, convoluted routes to locations I want to travel to.

374 : I would like consistency in bus drivers. As an example, some express route drivers will pick up passengers at every bus stop it reaches, including those inside the city core; where some express bus drivers will only pick up passengers in express route zones.

376 : It is very difficult to get to one area of kanata to the other via bus, it requires a lot of time and transferring busses. Also the cost is going up and making it harder to afford.

383 : better weekend service.

389 : I would rather the route 60 travel north to Halton and Flamborough Way.

390 : schedule

393 : Connection times, better maintenance of the audible stop announcements

399 : Allow GPS tracking of busses

406 : A park and ride for Kanata North and better transportation from Eagleson to Beaverbrook

417 : Increase frequency of buses, add more local bus routes, add more express routes in Kanata area and towards Ottawa Downtown

419 : more park and ride space in eagleson

420 : Never want to see lite rail come anywhere near to Kanata

421 : Regular service from Morgan's Grant to downtown and from Morgan's Grant to Centrum area of Kanata (bus travelling down Terry Fox from MG would be great)

423 : Yes: redesign all routes so they can serve the community without huge time penalties. How about investigating what other cities (like Montreal) do and imitate them?

424 : Buses do not reach large sections of work areas making for a long walk for some, especially in winter.

442 : reduce the neighbourhood service on the 93 increase my commute by 20 minutes

453 : routes within Kanata that don't take 1 hour

454 : It would take an hour or more for me to commute from Stittsville to Kanata by bus, whereas it only takes 15 minutes by car. There has to be a better way to co-ordinate connections.

455 : Speed, reliability and cost. It takes 17 minutes to drive to work, but over an hour to bus to work on a good day. The speed would need to be significantly improved.

458 : Improve the reliability of the 93 but times in rush hour. Often the busses come very late, and end up grouped together so 2 or 3 93s will come at the same time.

464 : Frequency and timeliness first. It sucks leaving work with 30 minutes wait per bus. It sucks when the buses aren't on time.

470 : more frequent buses

481 : I don't currently use public transit to travel to work as the OC Transpo trip planner advises that the trip would take 1.5 hrs in each direction. I work at St. Laurent & Tremblay. Improving transit times would mean I would take transit versus driving.

489 : Making a bus ride from central Ottawa (i.e., near Billings Bridge) take less than 1 hrs (currently takes ~ 1.5 hrs).

490 : More direct routes to Kanata North from Bayshore / Downtown rather than having to go through Teron Road.

492 : I have tried using the Rack and Roll system several times, since it makes my commute much easier before and after riding the bus. The system would be significantly more useful if all buses were equipped with the racks. I have gotten stranded with my bike, having to beg the driver to let me on with my bicycle, because many non-articulating buses do not have racks.

493 : During peak commute hours, there should be a more direct service to Kanata from downtown. The 93 goes down Teron when about 95% of commuters are heading into the business park. This adds up to 10mins to the journey. Also optimising the routes so they are more direct allowing more local services to filter into the direct service.

506 : Most of time need to transit to get to the destination (downtown, bank and movie and so on)

512 : It would be ideal if there was public transit to get you to the park n ride versus having to get there by car.

518 : Reduce time on 68

526 : more bus times for the 65 And light rail

528 : More frequency

529 : The bus routes (express) take much too long to reach downtown. Taking the bus from the park and ride to save some money only guarantees me a crowded bus with no comfort. The busses are never on time in the evening. I don't find the service reliable.

531 : The 60 does not seem to run at the times listed on the OC transpo schedule. Aside from that, the bus system is pretty good. The larger stops have rain shelters, the buses are pretty quick to get downtown, and the 93 runs fairly often.

532 : need more frequent buses as they are always full by the time it gets through Morgan's grant. It takes too long to get downtown with all the stops.

538 : Everything

555 : A Kanata North station would be amazing. I could bike/walk to the transit station and not have to drive to Eagleson.

556 : Need more access to park and ride. Or better consistency/timing of express routes.

557 : Route 93 running more often than every 1/2 hour. Route 60 going from North Kanata directly to the Eagleson Park-n-Ride, skipping Terron Road. An easier bus route to get from North Kanata to Kanata Centrum area.

560 : Better & Faster express service to downtown from Morgan's Grant

561 : Faster routes

569 : better connections or may be direct buses going downtown

577 : I would make it easier to get from Kanata south to Kanata North.

581 : N/A

587 : Yes. Everything.

591 : put a park & ride in north Kanata which will fix the parking situation at Eagleson P&R)

593 : Need more service to the north end of Kanata North. Service to downtown is OK, service anywhere else is terrible. Walking is often faster than the bus.

604 : More routes need to serve Innovation and Hines. With the new Richcraft centre opening almost all of the busses end at Richcraft and very few continue to Innovation and Hines. Currently I get off at Solandt & Legget and walk over to Hines because it takes less time to walk than it would take to ride the 93 all the way to Innovation and Hines. The 152 does serve the area, but only runs at peak times and only once an hour. I would also want more reliable buses, when the buses changed to the winter schedule the busses were consistently late. There were 2-3 week periods where two or three busses in a row were all late, every single day. I can understand if there are weather conditions that make a bus late on a single day but not every single day

606 : Everything. It is a horrible experience in my 6 years here. All changes that have been made have not improved service and some have made the experience much worse.

609 : Local weekend service is slow. It takes 25 minutes to get from Morgans Grant the the park and ride

615 : yes more service further out... Kanata is expanding but the bus service isn't

625 : Would be better if 93 route changed to go to Innovation from Legget then back down to Terry fox to complete loop through Morgans Grant. The 93 is a more direct route to Kanata North but it makes a lengthy loop through Morgans Grant before going to Innovation Drive.

630 : Add a train metro service at Carling in Kanata. The existing line is perfect for that. Partner with CN rail to work towards getting this online asap rather than working to build a new line.

633 : Reliability, giving more people better access to express bus routes

634 : It takes too long for me to get to work in Hull. A 1 to 2 hour trip each way is ridiculous. Where as I can make it in 30 minutes by car.

637 : More frequent, reliable buses

639 : more bus shelters.

642 : I usually take the bus off-peak. I think it is annoying when I have to wait about 10 minutes downtown for a bus to take me to Lincoln Fields, but I get there 5 minutes too late and have to wait another 25 minutes for the next bus. I also understand that the bus must make lots of turns to cover the most area possible, but all of these turns make for an uncomfortable ride. This is especially annoying when the bus needs to turn from Teron onto March, then make a practical u-turn onto

Carling, turn, and then make another turn on Schneider. Less turns make the ride more pleasant.

646 : There doesn't seem to be a place in this survey to put in an additional general comment. But as a general comment, my parents, who are seniors, sometimes visit me from overseas. They prefer not to drive. They would very much appreciate it if bicycling and public transit are made easier around Brookside.

648 : I'd like a bus closer to my home (near Old Second Line road). A bus that went through Nepean, especially Algonquin College, would be great. It takes so much longer to stop at the Queensway and/or Lincoln Fields and transfer. A bus that comes twice an hour and services Kanata North exclusively, instead of also going all through Beaverbrook on Teron road, would be fantastic.

649 : Takes too long to go South/North/South. Last time I used the bus, it took over an hour to get to Legget drive before 10:00 from within Bridlewood. Too many variances off main roads offered excruciating delays. Use a trunk concept in the South/North/South direction with separate lines off the Trunks

652 : Buses are often late as they start as routes leaving the downtown before turning around and becoming buses out of Kanata. Better handling of these routes to avoid knock on scheduling issues.

657 : See comments on page 1

660 : 1 realign schedule of buses 93 and 60 so that the waiting time between buses does not exceed 15 min. 2

665 : More frequent, less crowded, less expensive, less time to get downtown.

666 : 1. A legitimate transportation system that allows me to travel to and from locations within Kanata not just go 'downtown' !! (it is currently too complex, inconvenient and impossible to practically use - Kanata North to Centrum for example) 2. Buses are unreliable, especially in winter resulting in missed connections 3. The express bus 60 takes 10 minutes longer than the 93!!

674 : DO NOT Build a PARK AND RIDE!!!!!! this will make bus travel from KN very busy.

685 : need a local bus during peak and off peak hours

694 : The timing is awful, need to leave way to early to make it in for my shift. Buses coming home often dont show or are delayed. In the winter I was outside for 40 mins in -37 weather because the 60 and 64 didnt come for 2 times listed on the board.

696 : That bus strike so made me despise OC Transpo, the City and the drivers unions I swore I would never go back on a bus for regular transportation again. Zero options meant I was put out and I will never be played like that again. As a result I do not support public transportation even though it is the right thing for a city

701 : Change the 60 back to it previous route. Modify the 64 to make it quicker. Ensure an express route returns to the entirety of Halton. Build a park and ride in the vicinity of Richcraft.

706 : Can't wait until light rail is extended to Kanata.

708 : Why not consider making public transit free on Sundays in the summer? The buses are on the road empty anyway. It would help out the tourists and encourage people to try it. I suspect the commuters and high school students are really the folks paying for outside our property taxes.

715 : decrease funding for public transit and direct that funding at better roads/pathways / infrastructure

718 : Have more buses come more often (especially in the Winter time), more local bus routes within Kanata to popular spots and places of work like the Beaverbrook Library, Kanata Centrum and Tanger Outlets.

719 : Provide local service from Kanata North to Holy Trinity HS (for Summer School in July) Centrum, Tanger Outlets and the library without having to go outside of Kanata i.e. Bayshore or transferring at the Eagleson Park and Ride which requires using an unsafe pedestrian crossing. Add an express bus for Briarbrook to reduce travel time to downtown.

720 : More frequent service and timeliness. Would be great if 93 could come down maxwell bridge to better serve those living in that end of Brookside. There are several stops already along Marconi so those folks are just 1-2 min. from a stop rather 8-10 min for those nearer maxwell bridge - painful in winter. Those near Sandhill stop are just a couple of min from March Rd where 93 could pass in front of rexall on March Rd.

721 : Earlier bus times. More bussing in residential areas. More frequent bussing.

722 : I used to bus when I needed to go downtown. But getting anywhere local through busing is so time consuming both because of long walks to get to the station and infrequent buses that I felt having a car was a necessary prerequisite to getting a job locally.

723 : Transit is well laid out for our family needs. 93 is an excellent route for Kanata North

727 : Morgan's Grant residents have wholly rejected the 64. Concentrate on improving service of 60 and 93 before adding a new bus.

731 : the service level is inconsistent. Everyone trying to get downtown wants on the 60 because it is the most direct route but often has smaller buses. This creates congestion on that route and virtually empty buses on the 64 which is a very meandering route.

732 : would be great to have the 93 go all the way to Lebreton in the morning and from Lebreton in the evening

782 : Increase frequency of buses - one should not have wait half an hour for the 168. Reduce duration traveling from Kanata North to Kanata South. In general, low capacity buses should be used during low-usage times (for example, midnight); "accordion buses" or high capacity buses should not be running as ghost buses in the middle of the night, think about how much more pollution it contributes to our environment.

788 : 64 not going on gold ridge. If it just went through the newer part and down Kanata Ave to the Queensway that would be fine

792 : Smartphone apps that reliably track the GPS location of buses

794 : I would like to be able to take one (1) bus to the Centrum (Terry Fox Station). This would allow me to get to work and it would allow us to transfer to the 118 if needed.

807 : One bus trip to kanata south or to terry fox station

808 : Ensure GPS data is never "not on". Better effort to ensure buses are not already late before hitting their first stop or two.

827 : get the buses to NOT stop in front of car traffic

834 : no

855 : Every neighbourhood would have a minibus that circled the neighbourhood every five minutes or less and dropped people off at an artery. There is no need for bus stops in the neighbourhood. Just flag down the minibus. The main arteries like March and Eagleson would have busses that run up and down them every five minutes or less. Then you could get anywhere in Kanata quickly and efficiently.

876 : my use is so infrequent that the current situation is adequate

879 : none

884 : Travelling downtown is fantastic. Travelling anywhere else (within Kanata or Bells Corners) is terrible.

898 : More frequent trips. Trips should run on time. The 96 leaving Place du Centre, Gatineau is good. It would be great if there were 96s that ran from Kanata to Gatineau in the morning.

899 : LRT to Kanata

924 : not many bus routes available

