

## 2.0 Study Process

To produce a comprehensive Pedestrian Plan for the City of Ottawa, the Terms of Reference for the project specified a three stage approach to the study, involving the following:

### Stage One:

- Collect and review background information including policies, practices, and programs pertaining to pedestrian activities and infrastructure.
- Understand and define pedestrians in the Ottawa context.
- Conduct an assessment to determine the needs for change, or new actions to encourage residents and visitors to walk more often.
- Collect and review best practices and lessons learned from other jurisdictions that may help to shape pedestrian planning in Ottawa.
- Develop a Vision, a Goal and Objectives for the Plan.

### Stage Two:

- Review existing guidelines, policies, programs and infrastructure with respect to pedestrians in the City.
- Compile the pedestrian network inventory and mapping.
- Identify and evaluate potential network barriers and opportunities.

### Stage Three

- Develop strategies to improve accessibility, public safety, enhance the pedestrian environment, and encourage and promote walking.
- Develop strategies for monitoring, updating and maintaining the pedestrian network.
- Develop an implementation strategy.



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## 2.1 Study Design

In response to this scope of work, the Ottawa Pedestrian Plan consists of three parts:

### 2.1.1 Part One- Building the Case for Walkability in Ottawa

This section summarizes the background policy context upon which the Ottawa Pedestrian Plan initiative is based (**Chapter 3**).

**Chapter 4** provides an overview of the benefits of walking and what is known about transforming streets and communities to not only encourage people to walk for personal travel but also to spend more time in the city, enjoying the city, the scenery and other people. This discussion focuses on walking as an affordable, environmentally friendly, healthy mode of travel.

Supporting this discussion is an overview of best practices for creating more walkable environments and promoting walking including:

- An introduction to the concept of a Pedestrian Charter to bring walking to the forefront in city planning.
- A discussion of trends, principles, and programs that have been taking place across North America over the past decade or so, that are “raising



Toronto Pedestrian Charter

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the bar” for the improvement of the pedestrian environment in cities, towns and villages.

- A review of several remarkable cities that have over the years undergone significant changes towards making their cities more walkable through careful planning and the creation of exemplary pedestrian plans.

Elaboration on a number of these best practice concepts in the Ottawa context is provided in later chapters of the Plan.

**Chapter 5** establishes Ottawa’s pedestrian “likes and dislikes” and priorities arising from the public consultation process which included the general public, community representatives, and professionals in the fields of recreation, health services, planning, design, engineering and maintenance.

The general findings in this chapter summarize the input from:

*“Build a pedestrian  
bridge over the Rideau  
Canal at Clegg and  
Fifth.”  
Ottawa Resident*

- A Visioning Workshop and an Opportunities Workshop with both a Technical Advisory Committee (TAC) and Public Advisory Committee (PAC);
- Three Public Open Houses;
- A Pedestrian Survey;
- A presentation to the Rural Issues Advisory Committee (RIAC);
- A presentation to the Pedestrian and Transit Advisory Committee (PTAC), and;
- A presentation to Ottawa Public Health representatives.

Information gathered through these venues was used to establish community-based priorities for implementing specific changes in pedestrian infrastructure, policies, and programs.



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### 2.1.2 Part Two-The Strategy for a Pedestrian Plan

An analogy is introduced in **Chapter 6** to assist in the communication of the project intent. A “flourishing tree” is presented as the metaphor for the Plan:

- **Rooted** - well founded (anchored) in commitment and policy.
- **Nourished** - able to process the available inputs to build, grow and sustain the system.
- **Productive** – resulting in the fruit – more people walking and reaping the benefits.
- **Replenishing** – creating the seeds for new routes, new linkages with other modes and more synergies within a healthy, diverse evolving “forest” or community.

**Chapters 7 through 12** provide further elaboration of these concepts.

To understand where people walk and where they do not, **Chapter 7** summarizes the results of a comprehensive mapping exercise to identify where walking facilities are located in the city. This information was then correlated to pedestrian travel data for distinct geographic areas of the city, to understand how factors such as land use, density, proximity of walking destinations, and presence and quality of pedestrian infrastructure may be influencing the walking behaviour of the people that live in each area.

In addition, this chapter assesses the level of connectivity, continuity and choice of routes in the existing network, and how and where improvements can be made.

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### 2.1.3 Part Three- The Pedestrian Network and Implementation Plan

In this section the factors affecting pedestrian-friendly, walkable communities are examined, beginning with the introduction of a Pedestrian Charter. The Pedestrian Charter is the basis of the plan and represents the City's commitment to creating a more walkable and pedestrian friendly city.

Within the context of existing City of Ottawa and North American guidelines, a number of recommendations are introduced in Chapters **8 and 9**, including:

- Proactive planning by updating existing policy and development of new policy.
- Institutional strengthening through more collaborative civic teamwork in design review, pedestrian infrastructure data management and sharing among city departments and branches.
- Improving pedestrian safety and accessibility through the application of proven approaches that relate to issues or areas of concern identified in the pedestrian environment in Ottawa.

In Chapters **10 and 11** recommendations are introduced surrounding key details of the Plan including maintenance and rehabilitation of pedestrian infrastructure, and supportive education and promotion programs.

**Chapter 12** provides a summary of all the recommendations of the Plan and the details for their implementation. These recommendations are intended to assist policy-makers, designers and managers of pedestrian infrastructure to put in place more effective pedestrian policy, development plans, design guidelines, and implementation plans to support walking in Ottawa.



*Niagara-on-the-Lake, ON*