



To: Councillor Laura Dudas (Laura.Dudas@ottawa.ca); City of Ottawa: Transportation Master Plan Team (tmapupdate@ottawa.ca)

May 16, 2025

Subject: Dedicated Cycling Infrastructure on Orléans Blvd

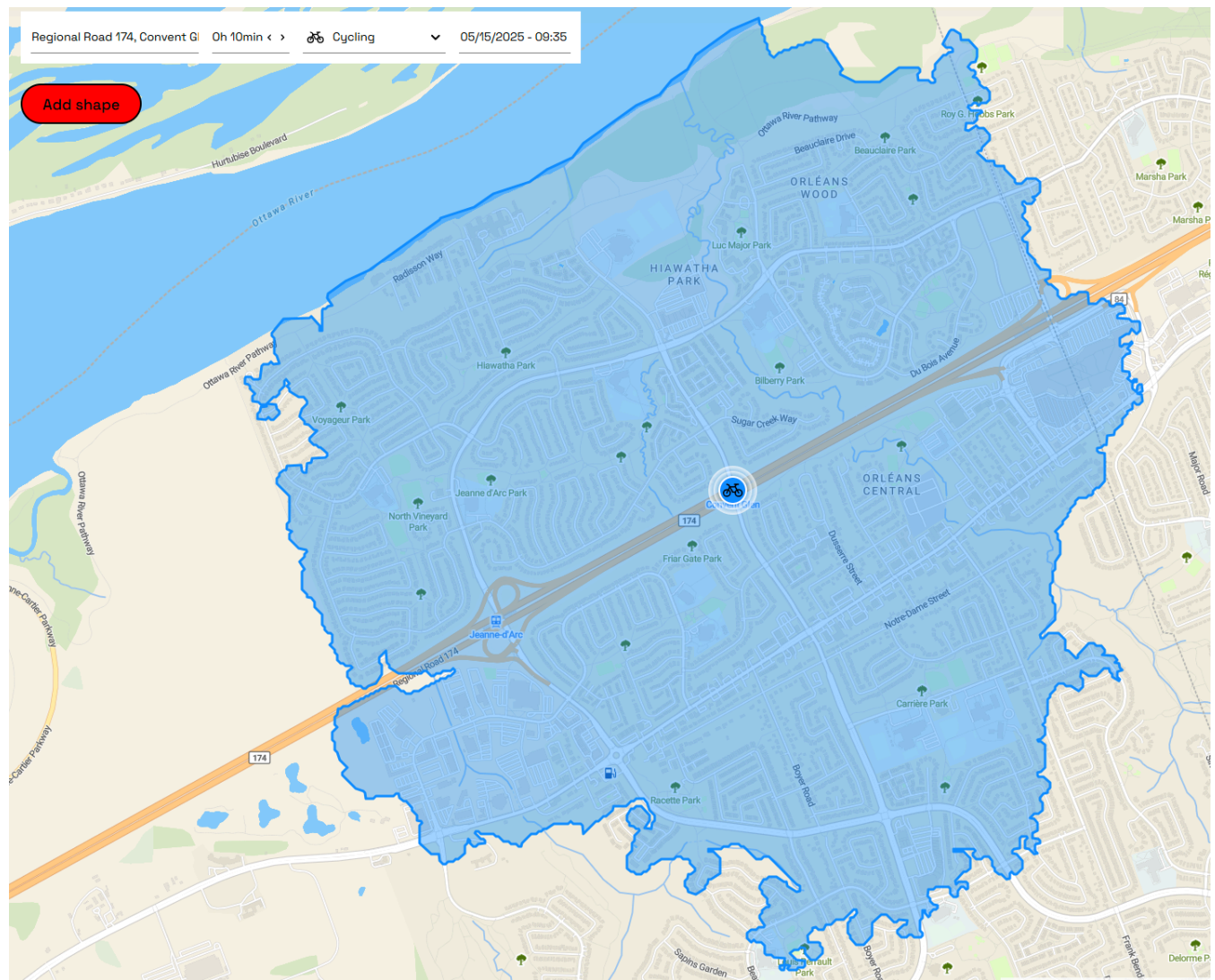
Dear Councillor Dudas and the TMP project team,

The Convent Glen Orléans Wood Community Association has been following the development of the Transportation Master Plan update and the zoning changes proposed in the second draft of the proposed zoning bylaw. The changes proposed in those documents and the LRT's expected arrival this year will be transformational for our neighbourhood. It is clear from those documents that the city would like citizens to reduce their use of cars in favour of public and active transportation. We want to ensure that those changes come with proper investment in infrastructure to support that transition. One key piece of infrastructure is protected active transportation along Orléans Boulevard. Our expectation is to see and have the opportunity to comment on the plan before it is sent out for consultation, and to discuss interim measures that could help achieve our common objectives.

The 174 is currently the major barrier to active transportation in our community. There are presently three crossings at Champlain, Convent Glen, and Jeanne D'Arc, where people are theoretically able to cross, but the design currently forces users to either ride on the sidewalk, which is dangerous and illegal, or to share the roadway with fast-moving traffic going on and off the 174, which is even more dangerous. The community has already lost a [13-year-old](#) child in 2019 to a design that favours car flow as opposed to the safety of other road users, and we do not want to experience such a loss again. Given the complexity of the Jeanne D'Arc and Champlain crossings due to the numerous entrances and exits to the 174, we believe that the Orléans Boulevard crossing is the best place to accommodate active transportation.

Orléans Boulevard has three high schools and four elementary schools within 500 meters between the river and the southern intersection with Jeanne D'Arc. Students of these schools often use Orléans Boulevard to bike to and from school. It is not uncommon for these kids to ride in a manner that is not safe. This is expected since these children are too young to get a driver's license and do not necessarily have parents who can teach them to ride safely. Most of them currently use the sidewalk or hug the curb on Orléans Boulevard to cross the 174, which puts them in danger. At least one school also organizes cycling outings with student classes, and uses this stretch of Orléans Boulevard in its group routes. Creating a safe crossing for Orléans Boulevard will be key to keeping our children safe and developing a cycling culture in Orléans.

Orléans Boulevard will also host a new LRT station, and, given the previously stated concerns about active transportation around the other two stations in our neighbourhood, we expect people looking at multi-modal trips using the LRT to favour Convent Glen Station. The Convent Glen Station is within a ten-minute bike ride of a wide section of Orléans (figure 1). Providing easy access to the Convent Glen Station for active transportation users will help our residents access the LRT without having to rely on local buses that are infrequent and often cancelled. Building an active transportation connection to Convent Glen Station would go a long way towards the success of the LRT.



The Convent Glen Orléans Wood Community Association knows that engineering work has been undertaken to create a plan for active transportation along Orléans Boulevard. We expect to be involved in finalizing the draft plan before it is sent out for consultation to ensure that its scope aligns with the community's needs. As such, we are requesting a meeting to discuss interim measures that could be easily implemented to help make the corridor safer in the short term. The closure of two lanes on Orléans Boulevard for the construction of the LRT station did not significantly impact traffic flow. Converting those two lanes using the same equipment used for construction would go a long way to making the community, especially kids, safer while a

more permanent solution is implemented. We would also like to ensure that the implementation of the plan gets properly scored according to the prioritization framework being developed by the Transportation Master Plan team. We would be happy to contribute to any such exercise.

Over the long term, further development of the winter-maintained multi-use pathway is required to ensure everyone has a year-round safe access to active transportation infrastructure. As such, our association is requesting to see more detailed plans for active transportation for St-Joseph. We can already see that the east-west active transportation corridor in the TMP has been cited in the development application for 1887 St-Joseph, despite this corridor being in planning documentation for over 20 years without any steps taken towards implementation.

The Convent Glen Orléans Wood Community Association is supportive of the Orléans Corridor Secondary Plan, and the goals stated in the Transportation Master Plan and the new Zoning Bylaw. However, we want to ensure that developments do not come online without the supporting infrastructure, so we can continue to support it. We also want to see new transportation infrastructure reflect the policies outlined in the Transportation Master Plan, which prioritizes the safety of all road users as opposed to car traffic flow, something that clearly has not been done with the design of the Jeanne D'Arc Overpass.

In closing, we request that you help us be a community association that supports the city's work towards the goals stated in the official plans. We want to build an inclusive and sustainable community. We do not wish to oppose developments which are much needed to help address the housing crisis, the city's financial woes, and climate change. However, we may have to change our position without proper investments to make those developments work.

Sincerely,

The Convent Glen Orléans Wood Community Association