OTTAWA TRANSIT ACCESSIBILITY ANALYSIS FINDINGS SUMMARY

Overview

The analysis of 116 Ottawa neighborhoods revealed significant gaps in public transit accessibility. Using a 400-meter walking distance buffer (approximately a 5-minute walk), coverage percentages ranged from 0% to 100%, with clear urban-rural divides and identified priority areas for potential service expansion.

Key Findings

1. Zero-Access Neighborhoods (5 neighborhoods, 4.3%)

Five neighborhoods have no transit service within walking distance:

- Marlborough (0%)
- Constance Bay (0%)
- Kinburn (0%)
- Corkery (0%)
- Fitzroy (0%)

Spatial Pattern: All zero-access neighborhoods are located in rural/urban areas on the western and southern periphery of Ottawa.

Implication: Residents in these areas are completely dependent on personal vehicles or alternative transportation. Imagine the taxi or Uber fare cost.

2. Critically Underserved Neighborhoods (<50% coverage)

Three neighborhoods have severely inadequate transit access:

- Crystal Bay - Lakeview Park (31.24%)
- Industrial East (31.32%)
- Britannia (54.56%)

Spatial Pattern: Mix of suburban edges and specialized zones (industrial areas).

Implication: The Majority of people who live in these neighborhoods lack convenient transit access, limiting transportation equity.

3. Poor Access Neighborhoods (50-75% coverage)

Approximately 15 neighborhoods (12.9%) fall into this category; these are

- Queenswood - Chatelaine (67.72%)
- Lebreton Development (71.32%)

- Westboro (71.94%)
- Island Park-Wellington Village (72.43%)
- Whitehaven - Woodpark - Clabar Park (73.27%)
- Rockcliffe Park (73.36%)
- [Additional neighborhoods in the 50-75% range]

Spatial Pattern: Inner suburbs and transitional neighborhoods between the urban core and rural areas.

Implication: Partial coverage creates accessibility challenges for a portion of residents who live here.

4. Excellent Coverage (90-100% coverage)

The majority of urban core neighborhoods show a near-universal transit access, with coverage between 95-100%. Better than I expected, honestly.

Spatial Pattern: Concentrated in downtown Ottawa and established urban areas.

Implication: Transit infrastructure successfully serves dense urban populations.

Recommendations for OC Transpo

Priority 1 (Immediate Action):

- Evaluate the feasibility of rural transit solutions for zero-access neighborhoods
- Consider on-demand shuttle services or a partnership with ride-sharing for Marlborough, Constance Bay, Kinburn, Corkery, and Fitzroy

Priority 2 (High Priority):

- Expand service routes to improve coverage in Crystal Bay - Lakeview Park and Industrial East
- Add stops or extend routes to reach 50%+ coverage in Britannia

Priority 3 (Medium Priority):

- Optimize existing routes to close gaps in neighborhoods with 50-75% coverage
- Focus on Queenswood - Chatelaine, Lebreton Development, and Westboro as they represent inner suburbs with growth potential

Strategic Considerations

- Coordinate transit expansion with urban development plans
- Evaluate service frequency in covered areas (coverage ≠ adequate service)
- Consider equity impacts: ensure low-income neighborhoods receive priority for service improvements

Equity Implications

The analysis reveals clear spatial inequality in transit access. Future analysis could incorporate the following to push this analysis further.

- Income data by neighborhood
- Population density considerations
- Employment center accessibility
- Schools and essential services proximity