

2. **Transportation Master Plan – Part 1**
Plan directeur des transports – partie 1

Committee recommendations as amended

That Council:

1. **Approve the Transportation Master Plan Policies as attached in Document 1 and as described in this report;**
2. **Direct staff to advance the actions identified in Document 1 through the mechanisms described in this report;**
3. **Approve the Active Transportation Projects as identified in Document 3;**
4. **Approve the use of the Transit and Road Project Prioritization Frameworks described in Document 4 for prioritization of projects in the Transportation Master Plan Capital Infrastructure Plan;**
5. **Approve the Updated Rural Active Transportation Network and Cross-Town Bikeways Network as attached in Document 5**
6. **Approve that the following language be added to the policy 8-5 “Expand the Catchment of Rapid Transit Through Improved Walking Cycling Connections to Stations.” There shall be a designated walk route to LRT stations including sidewalks on at least one side of local streets, and on both sides of the street for arterials, major collectors, and collectors;**
7. **Approve that consideration be given to prioritizing active transportation improvements for sections of Carling Ave that connect equity priority neighbourhoods;**
8. **Approve that the City Staff continue to work with the NCC and other stakeholders to improve and expand the Winter Cycling Network, where practical, including interprovincial crossings and**

- in particular connections that facilitate access to rapid transit;
and,
9. Approve that per proposed project “O Train Crossing at Highway 417” in Document 3 “, staff undertake a feasibility study to provide a connection between the communities of Whitehaven and the Queensway Terrace North, and consider the possible re-use of the pedestrian bridge at the former Queensway Transitway Station for this purpose, in consultation with the MTO and the NCC as appropriate.
10. Direct staff to ensure that the Metcalfe Loop and the Greely Loop are included in future planning regarding the Transportation Master Plan as being part of the City cycling network; and
- a) that through the inclusion of these Loops in the cycling network, staff evaluate other opportunities for loops and cycling networks in rural villages; and
- b) that staff identify opportunities to ensure connectivity between rural villages, in addition to the connectivity present within rural villages.

For the information of Council:

The following Directions to Staff were given by the Transportation Committee:

Direction to Staff (S. Plante)

That Staff and the Ward 12 Councillor will ask that the National Capital Commission looks at the impacts of the future crossing project as part of their interprovincial crossing project.

Direction to Staff (L. Dudas)

That City staff be directed, as part of public consultations for TMP Part Two, to provide clear information outlining all projects that are being considered as part of the TMP. This summary should include relevant information to the project status, such as the project stage, funding status, etc.

Recommandations du Comité telles que modifiées

Que le Conseil municipal :

1. approuve les politiques du Plan directeur des transports reproduites dans la pièce 1 et décrites dans ce rapport;
2. demande au personnel de la Ville d'appliquer les actions indiquées dans la pièce 1 en faisant appel aux mécanismes décrits dans ce rapport;
3. approuve les projets du transport actif définis dans la pièce 3;
4. approuve l'application des structures-cadres de priorisation des projets de transports en commun et des projets routiers décrites dans la pièce 4 pour la priorisation des projets du Plan des infrastructures du Plan directeur des transports;
5. approuve la mise à jour du réseau rural du transport actif et du réseau des parcours cyclables transurbain selon les modalités reproduites dans la pièce 5;
6. approuve que l'on ajoute ce qui suit à la politique 8-5 : Des parcours de marche désignés vers les stations de train léger seront aménagés; il y aura notamment un trottoir sur au moins un côté des rues locales, et des trottoirs de chaque côté des artères, routes collectrices et routes collectrices principales;
7. approuve que l'on envisage de prioriser l'amélioration du transport actif sur les tronçons qui relient l'avenue Carling aux quartiers prioritaires pour l'équité;
8. approuve que le personnel de la Ville poursuive sa collaboration avec la CCN et les autres intervenants pour améliorer et élargir le réseau cyclable hivernal, dans la mesure du possible, y compris les liens interprovinciaux, en particulier ceux qui facilitent l'accès au transport en commun rapide; et,
9. approuve que, pour le projet « Passage de l'O-Train à la hauteur de l'autoroute 417 » mentionné dans le document 3, le personnel réalise une étude de faisabilité de la liaison entre Whitehaven et Queensway Terrace North, et envisage de réutiliser la passerelle de l'ancienne

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- station Queensway du Transitway à cette fin, en consultation avec le ministère des Transports et la CCN, s'il y a lieu.
10. demande au personnel de voir à inclure les boucles de Metcalfe et de Greely dans la planification relative au Plan directeur des transports en tant qu'éléments du réseau cyclable de la ville; et
- a) qu'à la suite de l'inclusion de ces boucles dans le réseau cyclable, le personnel évalue la possibilité d'aménager d'autres boucles et réseaux cyclables dans les villages ruraux;
- b) que le personnel explore des moyens d'assurer la connectivité entre les villages ruraux, outre l'interconnectivité déjà existante au sein de ces villages.

Pour la gouverne du Conseil :

Les instructions au personnel suivantes ont été données par le Comité des transports :

Instructions au personnel (S. Plante)

Que le personnel et la conseillère du quartier 12 demandent à la Commission de la capitale nationale d'évaluer les répercussions du futur pont prévu dans son projet de lien interprovincial.

Instructions au personnel (L. Dudas)

Qu'il soit demandé au personnel de la Ville, dans le cadre des consultations publiques concernant la deuxième partie du Plan directeur des transports, d'expliquer clairement les projets considérés dans ce dernier. Le résumé doit aussi donner de l'information sur l'état du projet, par exemple l'étape où en sont le projet et son financement.

Documentation/Documentation

1. Director's report, Transportation Planning Services, Planning, Real Estate and Economic Development Department, dated 31 March 2023 (ACS2023-PRE-TP-0001)

Rapport de la Directrice, Planification des transports, Services de la

planification, des biens immobiliers et du développement économique,
daté le 31 mars 2023 (ACS2023-PRE-TP- 0001)

2. Extract of draft Minutes, Transportation Committee, 17 April 2023.

Extrait de l'ébauche du procès-verbal, Comité des transports, le 17 avril
2023.

Extract of Draft Minutes 4
Transportation Committee

17 April 2023

Extrait de l'ébauche du
procès-verbal 4

Comité des transports
Le 17 avril 2023

Transportation Master Plan – Part 1

ACS2023-PRE-TP-0001 – City-Wide

At the outset, Ms Vivi Chi, Director, Transportation Planning, Planning, Real Estate and Economic Development (PRED) Department, introduced Ms. Jennifer Armstrong, Program Manager, Transportation Policy and Networks, PRED, Ms Deborah Lightman, Senior Project Manager, Transportation Policy and Networks, PRED, and Mr. Zlatko Krstulich, Program Manager, Active Transportation Planning, PRED. Each, in turn, spoke to a highly detailed slide presentation overview of the report, described as a culmination of two years'-worth of consultation with the public, with Ward Councillors and with various external government agencies. A copy of this presentation is held on file with the Office of the City Clerk.

Vice Chair Kitts then moved Motion N^o TRC 2023 04-01 to correct a number of technical anomalies related to the report's supporting documentation.

The Committee then heard from the following public delegations:

1. Mr. Ken Holmes⁺ and Ms Susan Kuruvilla, Ambassadors Working Group
2. Mr. Neil Saravanamuttoo
3. Mr. Julien Lamarche⁺
4. Mr. William van Geest, Program Coordinator, Ecology Ottawa
5. Ms Cassie Smith⁺, School Streets Ottawa
6. Mr. Patrick Munro[#]
7. Mr. Alex Cullen, Federation of Citizens' Associations
8. Mr. John Verbaas
9. Ms Alayne McGregor
10. Mr. Paul Johanis

11. Mr. Chris Greenshields, Interim President, Vanier Community Association
12. Ms Miranda Gray

Correspondence was also received from the following, as noted:

1. Mr. Jason Burggraaf*, Greater Ottawa Home Builders' Assoc
2. Mr. Michael Trudeau*, Chair, Interprovincial Crossings Committee, Manor Park Community Association (additional signatories – Ms. Natalie Belovic, President, MPCA and Mr. John Forsey, Chair, Transportation Committee, MPCA)
3. Mr. Michel Haddad*
4. Mr. Robert Brinker*†, President, Federation of Citizens Associations (FCA)

[+ Slide presentations / visuals / #videos held on file with the Office of the City Clerk.]

[Individuals / groups marked with an asterisk above either provided comments in writing or by e-mail; all submissions and presentations are held on file with the Office of the City Clerk.]*

[† Received post-meeting]

At the conclusion of the receipt of public delegations, Councillor Johnson introduced Motions N^o TRC 2023 04-02, N^o TRC 2023 04-03, N^o TRC 2023 04-04, and N^o TRC 2023 04-05 on behalf of Councillor Kavanagh.

Councillor Darouze also introduced Motion N^o TRC 2023 04-06.

The following Directions to Staff were also given by the Transportation Committee:

Direction to Staff (S. Plante)

That Staff and the Ward 12 Councillor will ask that the National Capital Commission looks at the impacts of the future crossing project as part of their interprovincial crossing project.

Direction to Staff (L. Dudas)

That City staff be directed, as part of public consultations for TMP Part Two, to provide clear information outlining all projects that are being considered as part

of the TMP. This summary should include relevant information to the project status, such as the project stage, funding status, etc.

Upon the conclusion of questions to the delegations and to staff, and with Committee discussions also having been concluded, the Committee voted upon the above referenced Motions.

The report recommendations were then put before the Committee and were 'CARRIED', as amended by Motions N^{OS} TRC 2023 04-02, 04-03, 04-04, 04-05 and 04-06.

Report recommendations

That the Transportation Committee recommend Council:

- 1. Approve the Transportation Master Plan Policies as attached in Document 1 and as described in this report;**
- 2. Direct staff to advance the actions identified in Document 1 through the mechanisms described in this report;**
- 3. Approve the Active Transportation Projects as identified in Document 3;**
- 4. Approve the use of the Transit and Road Project Prioritization Frameworks described in Document 4 for prioritization of projects in the Transportation Master Plan Capital Infrastructure Plan;**
- 5. Approve the Updated Rural Active Transportation Network and Cross-Town Bikeways Network as attached in Document 5.**

With dissents from Councillor M. Luloff and Councillor C. Kitts.

Carried as amended

MOTION N^O TRC 2023 04-01

Moved by Councillor C. Kitts:

WHEREAS with respect to report ACS2023-PRE-TP-0001 entitled *Transportation Master Plan Update - Part 1*, supporting Document 4 has been corrected to address the missing text on page 13 (Annex B);

WHEREAS the incorrect final version of supporting Document 5 was

uploaded as part of the public release of the aforementioned report;

WHEREAS the following revisions are being made within supporting Document 3 and, where applicable, Document 5:

- A.** ward numbers have been updated for numerous projects where required; and
- B.** the Trim Road Bridge has been added as a Cycling Project feasibility study (formerly shown as an ‘In Process’ facility); and
- C.** the limits to the Moodie Drive Cycling Project have been extended; and

WHEREAS the revised supporting Documents 3, 4 and 5 have no impact on the staff recommendations of the staff report;

THEREFORE BE IT RESOLVED THAT the Transportation Committee approve that the supporting Documents 3, 4 and 5 of the report ACS2023-PRE-TP-0001 entitled *Transportation Master Plan Update - Part 1* be replaced with the revised attached Documents 3, 4, and 5 to correct some minor errors, and direct the Committee Coordinator to include the corrected documents when the report rises to City Council.

Carried

Motion N^o TRC 2023 04-02

(Re: Pedestrian Connections to LRT Stations)

Moved by Councillor L. Johnson (on behalf of Councillor T. Kavanagh):

WHEREAS the Transportation Master Plan (TMP) policy 8-5: Expand the Catchment of Rapid Transit Through Improved Walking and Cycling Connections to Stations is meant to provide comfortable access to stations by foot or bike in less than 10 minutes with low stress routes; and

WHEREAS the TMP policy 6-2 “Improve and expand the pedestrian network” states sidewalks are critical to pedestrian comfort, safety, and accessibility; and

WHEREAS the City of Ottawa has invested billions of dollars in an LRT line and expansion; and

WHEREAS access and connectivity to LRT stations is considered paramount to encourage multimodal trips based on sustainable transportation; and

WHEREAS the TMP states "New active transportation shortcuts and infrastructure upgrades will be identified and pursued to increase the number of destinations reachable by walking and cycling from rapid transit stations;

THEREFORE BE IT RESOLVED THAT the following language be added to the policy 8-5 "Expand the Catchment of Rapid Transit Through Improved Walking Cycling Connections to Stations." There shall be a designated walk route to LRT stations including sidewalks on at least one side of local streets, and on both sides of the street for arterials, major collectors, and collectors.

With dissent from Councillor Lo.

Carried

Motion N^o TRC 2023 04-03

(Re: Transportation Improvements - Carling Avenue)

Moved by Councillor L. Johnson (on behalf of Councillor T. Kavanagh):

WHEREAS the Transportation Master Plan (TMP) outlines priority equity neighbourhoods in Annex A; and

WHEREAS the TMP Policy 2-4 "Accelerate Investments That Benefit Priority Neighbourhoods" states "The TMP will pursue a more equitable transportation system and combat 'mobility poverty' through investment in streets, sidewalks, the public realm, and other transportation improvements in the neighbourhoods with strong equity concerns"; and

WHEREAS the TMP Policy 7-1 prioritizes the creation of safe comfortable direct connected routes; and

WHEREAS the TMP priority equity neighbourhoods are flagged in the Official Plan objective for 15-minute neighbourhoods; and

WHEREAS residents in priority neighbourhoods are less likely to own and drive cars and rely on transit, walking, and biking to reach their destinations; and

WHEREAS Carling Ave is a high-volume road with many amenities that residents require safe access to reach; and

WHEREAS Carling Ave is specifically mentioned in the TMP as a high-volume road that that “creates barriers to walkability and bikeability”; and

WHEREAS Carling Ave is a major arterial connecting many priority neighbourhoods, including Bayshore, Britannia Woods, Michele Heights, Eva Taylor Court, Winthrop Court, and Regina Towers, to amenities; and

WHEREAS Carling Ave is designated to be a major transit priority corridor, and as such will need separated bicycle lanes to ensure the safety of people on bicycles; and

WHEREAS Carling Ave’s reconstruction to ultimately include segregated cycling facilities will likely be implemented in phases due to its significant length, different land use context, varying redevelopment opportunities along the corridor, and that interim measures for cycling improvements could be part of the toolbox;

THEREFORE BE IT RESOLVED THAT consideration be given to prioritizing active transportation improvements for sections of Carling Ave that connect equity priority neighbourhoods.

Carried

Motion N^o TRC 2023 04-04

(Re: City of Ottawa and NCC Winter Maintenance Relationship)

Moved by Councillor L. Johnson (on behalf of Councillor T. Kavanagh):

WHEREAS the Transportation Master Plan (TMP) Policy 6-6 Deliver Supportive Winter Maintenance and Asset Renewal & Policy states “Year-round maintenance of pedestrian facilities is a key factor in encouraging more walking in Ottawa”; and

WHEREAS Policy 7-8 “Enable Winter Cycling” states “significant winter cycling mode shares can be achieved where safe, comfortable, cycling facilities are properly maintained and kept clear of ice and snow”; and

WHEREAS Ottawa has seen a significant growth in winter cycling trips over the past 10 years; and

WHEREAS the National Capital Commission (NCC) pathway network forms a critical part of the City of Ottawa’s active transportation network; and

WHEREAS winter maintaining the NCC multi-use pathways supports Policy 6-6 and promotes active commuting all year long; and

WHEREAS the TMP emphasizes the importance of active transportation connections to LRT stations and other key employment nodes, such as the Department of National Defence; and

WHEREAS the NCC has previously given permission and provided funds to the City for winter clearing in areas of the City, for example, the Queen Elizabeth multi-use pathway, the Col By multi-use pathway; and

WHEREAS more recently the NCC committed to providing permission to winter maintain the connection on Regina Street to the new Lincoln Fields Station;

THEREFORE, BE IT RESOLVED THAT the City Staff continue to work with the NCC and other stakeholders to improve and expand the Winter Cycling Network, where practical, including interprovincial crossings and in particular connections that facilitate access to rapid transit.

Carried

Motion N^o TRC 2023 04-05

**(Re : Queensway Pedestrian Bridge / Feasibility of
Connection – Queensway Terrace North and Whitehaven)**

Moved by Councillor L. Johnson (on behalf of Councillor T. Kavanagh):

WHEREAS active transportation bridges provide comfortable and

convenient connections for people walking, rolling, and biking; and

WHEREAS active transportation bridges should not be considered add-on, but an important part of the active transportation network; and

WHEREAS active transportation bridges help bring communities together, and offer residents connections to new neighbourhoods, LRT stations, and amenities; and

WHEREAS Policy 5-3 “Encourage Sustainable Transportation Through Community Planning and Design” states Secondary Plans and Community Design Plans will identify off-road pathways in areas of new and major redevelopment; and

WHEREAS Policy 5-3 also states Secondary Plan and Community Design Plans will identify “active transportation bridges that shorten trip distances”;

THEREFORE BE IT RESOLVED THAT per proposed project “O Train Crossing at Highway 417” in Document 3 “, staff undertake a feasibility study to provide a connection between the communities of Whitehaven and the Queensway Terrace North, and consider the possible re-use of the pedestrian bridge at the former Queensway Transitway Station for this purpose, in consultation with the MTO and the NCC as appropriate.

Carried

MOTION N^o TRC 2023 04-06

(Re: Metcalfe Loop and Greely Loop)

Moved by Councillor G. Darouze:

WHEREAS residents in villages such as, but not limited to Metcalfe, Greely, and Osgoode want to have the opportunity to have connections between their villages, but there are not a lot of cycling and active transportation opportunities available; and

WHEREAS the ability for rural residents to travel between villages will reduce the impacts that isolation can have on mental health; and

WHEREAS interconnectivity between villages allows for employment opportunities for those who are unable to commute by vehicle, including youth;

THEREFORE BE IT RESOLVED that Transportation Committee recommend Council direct staff to ensure that the Metcalfe Loop and the Greely Loop are included in future planning regarding the Transportation Master Plan as being part of the City cycling network; and

BE IT FURTHER RESOLVED that through the inclusion of these Loops in the cycling network, that staff evaluate other opportunities for loops and cycling networks in rural villages; and

BE IT FURTHER RESOLVED that staff identify opportunities to ensure connectivity between rural villages, in addition to the connectivity present within rural villages.

Carried