

**Subject: Transportation Master Plan – Part 1**

**File Number: ACS2023-PRE-TP-0001**

**Report to Transportation Committee on 17 April 2023**

**and Council 26 April 2023**

**Submitted on March 31, 2023 by Vivi Chi, Director, Transportation Planning,  
Planning Real Estate and Economic Development Department**

**Contact Person: Jennifer Armstrong, Program Manager, Transportation Policy &  
Networks, Planning Real Estate and Economic Development Department**

**613-580-2424 x22899, jenniferm.armstrong@ottawa.ca**

**Ward: Citywide**

**Objet : Plan directeur des transports – partie 1**

**Dossier : ACS2023-PRE-TP-0001**

**Rapport au Comité des transports**

**le 17 avril 2023**

**et au Conseil le 26 avril 2023**

**Soumis le 31 mars 2023 par Vivi Chi, Directrice, Planification des transports,  
Services de la planification, des biens immobiliers et du développement  
économique**

**Personne ressource : Jennifer Armstrong, Gestionnaire de programme, Direction  
des réseaux et de la politique de transport**

**613-580-2424 x22899, jenniferm.armstrong@ottawa.ca**

**Quartier : À l'échelle de la ville**

## **REPORT RECOMMENDATION(S)**

**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.**

## **RECOMMANDATION(S) DU RAPPORT**

**Que le Comité des transports recommande au Conseil municipal :**

- 1. d'approuver les politiques du Plan directeur des transports reproduites dans la pièce 1 et décrites dans ce rapport;**
- 2. de demander au personnel de la Ville d'appliquer les actions indiquées dans la pièce 1 en faisant appel aux mécanismes décrits dans ce rapport;**
- 3. d'approuver les projets du transport actif définis dans la pièce 3;**
- 4. d'approuver 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. d'approuver 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.**

## **EXECUTIVE SUMMARY**

### **Assumption and Analysis**

The purpose of this report is to present Part 1 of the Transportation Master Plan (TMP) Update to Transportation Committee and Council for approval. TMP Part 1 includes the TMP Policies, as well as the Transit and Road Project Prioritization Frameworks that will be applied in the second part of the TMP (development of the Capital Infrastructure Plan, and the prioritization of projects). Part 1 also includes the Active Transportation

## Projects and Networks.

The TMP is the City's blueprint for planning, developing, and operating its walking, cycling, transit and vehicular networks. The TMP is a supporting document of the recently approved Official Plan. The Transportation Master Plan Update also aligns closely with other approved plans and initiatives such as the Climate Change Master Plan and the Equity and Inclusion Lens. The TMP encompasses all modes of travel; this is a change from 2013, when the Ottawa Cycling Plan and Ottawa Pedestrian Plan were separate, supporting documents of the TMP. The various components of the TMP Part 1 are briefly described below.

### **TMP Policies**

The TMP Policy document establishes a renewed policy framework including 69 policies across 11 themes. The updated TMP policies will guide City decision-making on the transportation system. The policies contribute to the City's vision of becoming North America's most liveable mid-sized city. They support the Official Plan goal that in 2046, the majority of trips in Ottawa will be made by walking, cycling, transit, or carpool. The TMP policies also consider and respond to the key drivers of change in the Ottawa mobility context.

The policies address key themes including: growth and intensification, climate change, technology and new mobility, road safety, complete streets, healthy communities, and affordability. The policies also address the impacts of the pandemic and the need for continued responsiveness to evolving travel patterns. Some of the TMP policies also include actions to support their advancement. Actions have been identified where there are specific projects or initiatives, usually with clear deliverables, that can help kickstart policy implementation.

### **TMP Active Transportation Projects and Networks**

The TMP Active Transportation Projects target critical walking and cycling missing links and network expansion opportunities where no other works are planned. They add or upgrade facilities such as sidewalks, multi-use pathways, bike lanes, cycle tracks, street crossings, or bridges and major structures. These projects are generally standalone projects that are not expected to be implemented as part of other initiatives (such as road construction or renewal, or transit construction). The TMP Active Transportation Projects replace the remaining projects from the 2013 Ottawa Cycling Plan and Ottawa Pedestrian Plan.

There are 244 Active Transportation Projects in total. The full portfolio of projects has an estimated implementation cost of approximately \$350 million (excluding the 56 projects categorized as feasibility studies). No new funding is being requested for these projects.

Projects for 2024 and 2025 implementation will be identified through the annual budget process and implemented using existing capital funding from the Long-Range Financial Plan. The funding envelopes for Active Transportation Projects will be reviewed in Part 2 of the TMP (Capital Infrastructure Plan). Accordingly, the TMP Capital Infrastructure Plan will include a five-year Active Transportation Project list that aligns with the updated funding envelopes. At existing funding levels, projects will require more than 20 years to implement; the City will therefore seek additional funding from various sources including other levels of government to accelerate implementation.

An updated map of the Cross-Town Bikeways has also been developed, as well as an updated Active Transportation Major Structures map. Finally, the updated Rural Active Transportation Network guides where paved shoulders are to be added to rural roads at the time of resurfacing.

### **Transit and Road Project Prioritization Frameworks for the Capital Infrastructure Plan**

The TMP Capital Infrastructure Plan will identify transit and road projects that are needed to accommodate future travel demand and that should be included within the City's ultimate transportation networks; transit options will be reviewed first, followed by roads. The transit and road projects in the ultimate networks will be prioritized for implementation using the Transit and Road Project Prioritization Frameworks that consider mobility needs, city-building impacts, and cost. The frameworks were developed based on Official Plan objectives, TMP Policies, and the frameworks from the 2013 TMP. The frameworks will be used to compare projects within the same categories – i.e. to prioritize new roads and road widening projects relative to one another, and to prioritize transit projects relative to one another. The prioritization process will determine which projects within each category will be built first.

Separate from project prioritization, the TMP Capital Infrastructure Plan will consider how to allocate funding across modes and project types. The TMP Team will develop two or three network investment scenarios that feature different levels of funding for different project types, including new roads and road widenings, complete street modifications to existing roads, rapid transit and transit priority projects, and active transportation.

### **Next Steps**

TMP Part 2 involves developing the Capital Infrastructure Plan for transportation. The TMP Capital Infrastructure Plan will identify the projects and investments that are needed to meet Ottawa's mobility needs and achieve the City's mode share and greenhouse gas reduction targets. It will also identify a subset of projects that are affordable within the City's long-range financial plans (LRFPs), along with the corresponding timelines for implementation.

The TMP Capital Infrastructure Plan will be completed in 2025. This schedule reflects the many steps involved in assessing future travel demand and developing transportation networks and investment scenarios to achieve the City's mobility objectives. The TMP Part 2 is expected to include two additional phases of public engagement. Once the TMP Capital Infrastructure Plan is completed, the City will update the DC Background Study and Bylaw, if needed.

### **Financial Implications**

The TMP Policies and actions span numerous City departments and will be implemented in a variety of ways, such as through Secondary Plans, development review, design guidelines, supporting projects, capital programs, updates to business processes, etc. Many policies and actions do not have direct financial implications or will be undertaken as part of normal departmental work programs and funded through the annual budget process. Some of the policies and actions have budget requirements that will be assessed as part of the TMP Capital Infrastructure Plan and/or Transportation Asset Management Plan and incorporated into the City's Long-Range Financial Plan in 2025. Other policies and actions have budget implications that will be assessed as part of a business case for a future project separate from the TMP. There are no funding requests associated with this report.

### **Public Consultation/Input**

Building on the success of the new Official Plan, the TMP team committed to ensuring that a broad range of residents and stakeholders could engage in Part 1 consultations. Over the past two and a half years, the TMP team engaged residents at every phase to develop the TMP policies, active transportation projects, and project prioritization criteria. The TMP team used innovative tools such as interactive online mapping exercises to connect with residents and created multiple surveys and one-pagers to seek feedback on proposed projects and policies. TMP engagement also included meetings with the Ambassadors Working Group to assist with reaching equity-deserving groups.

As described in the ['As We Heard It'](#) reports on [Engage Ottawa](#), the project team had

over 50,000 contacts with residents through newsletters and visits to Engage Ottawa. In addition, there were over 15,000 direct engagements with residents from all transects of the City through surveys, workshops, in-person events, and emails.

## RÉSUMÉ

**Version française - send Executive Summary for translation through Broca**

### BACKGROUND

The TMP is the City's blueprint for planning, developing, and operating its walking, cycling, transit and vehicular networks. The TMP is a supporting document of the *Official Plan* (OP). The OP provides a vision and policies to guide the City's growth and physical development. The TMP provides additional details on the transportation policies and required infrastructure investments to achieve the OP's planning objectives. It supports the growth management strategies of the OP, gives direction to the City's day-to-day transportation programs, and informs annual budgets, the Development Charges Background Study, and the City's long-range financial planning.

The current TMP was approved in 2013. The 2013 TMP included the Ottawa Cycling Plan and Ottawa Pedestrian Plan as separate, supporting documents. Since 2013, much has changed. For example, the City completed construction of O-Train Line 1 from Tunney's Pasture Station to Blair Station, and began construction of the Stage 2 O-Train extensions east, west and south. The City also declared a Climate Emergency and approved the *Climate Change Master Plan*. In 2020, the COVID-19 pandemic significantly altered travel behaviour, with many office workers continuing to work from home at least some of the time. In the last decade, there has also been rapid growth in smartphone applications and shared mobility services such as ride-hailing and e-scooters. Finally, in November 2022, the Ministry of Municipal Affairs and Housing approved Ottawa's new *Official Plan*. The OP guides Ottawa's growth and physical development to 2046, with an emphasis on intensification, 15-minute neighbourhoods, and the shift to sustainable and space-efficient modes of transportation.

The TMP Update responds to these changes and supports the new *Official Plan*. Together, Part 1 of the TMP – described in this report – and the subsequent TMP Capital Infrastructure Plan (Part 2) will identify the transportation policies, infrastructure, and services to meet the needs of residents and businesses to 2046. The TMP Update builds on the 2013 TMP, and is being developed based on extensive public feedback, and follows the Municipal Class Environmental Assessment process. It aligns with other approved City master plans such as the *Climate Change Master Plan* and is informed by the City's Equity and Inclusion Lens and Long-Range Financial Plans as well as numerous other initiatives that have been completed since 2013 (e.g. Energy Evolution

Strategy, Climate Vulnerability and Risk Assessment, Building Better and Smarter Suburbs study, Women and Gender Equity Strategy, Municipal Parking Management Strategy, etc.). It also considers the short- and long-term impacts of the COVID-19 pandemic on travel patterns and mobility needs.

The TMP Update is a comprehensive and multi-phase planning exercise. It encompasses all modes of travel and therefore, the active transportation components will no longer be in separate documents as they were in 2013.

On June 12, 2019, Council approved the [scope of work](#) for the TMP Update, with a planning horizon to 2046 in line with the *Official Plan*. The approved scope includes the following:

- Develop policies to advance City objectives and strategic directions, including policies related to coordinated land use and transportation planning; climate change mitigation and adaptation; sustainable mobility; equity; affordability; and responsiveness to new mobility technologies and services
- Develop travel demand forecasts, considering existing trip patterns from the Origin-Destination Survey and future population and employment projections from the Official Plan
- Assess needs and opportunities for transit, road, cycling, and pedestrian infrastructure and services
- Identify improvements to the transportation network and prioritize implementation based on need, affordability and other considerations (equity, climate change, etc.)
- Update mode share targets and other key performance measures such as vehicle-kilometres travelled and greenhouse gas (GHG) emissions
- Conduct public and stakeholder engagement at key milestones, including legislated requirements for a Municipal Class Environmental Assessment for Master Plans

The project scope was adjusted to account for the COVID-19 pandemic, which began in 2020 and has had a significant impact on travel behaviour. For example: travel demand forecasts will account for potential future changes in trip volumes and travel patterns as work-from-home trends evolve; policies need to address the importance of monitoring and responding to changes in the mobility context.

The COVID-19 pandemic also led to a change in the structure and schedule for the TMP Update. The TMP Update relies on the Origin-Destination (OD) Survey, a regional

travel survey of 5 per cent of households in the National Capital Region. The OD Survey provides important information to assess trip patterns, model future travel demand, and identify the future transit and road networks to meet travel needs. With the disruption to travel patterns caused by the pandemic, the OD Survey, originally scheduled to begin in 2020, was initially deferred to the fall of 2021 as detailed in a memo sent from the Director of Transportation Planning to the Mayor and Council on August 18, 2020. As the pandemic continued, the OD Survey was deferred again to the fall of 2022 and the TMP Update was re-structured into two parts, as described below and detailed in a memo to Mayor and Council on June 30, 2021. Part 1 does not rely on the OD Survey, while Part 2 requires the OD Survey as a key input. Forecasts of future travel demand will consider the OD Survey alongside other sources of information such as transit ridership data and traffic counts; forecasts will also consider how commuting patterns are expected to evolve in the future.

TMP Part 1 includes the TMP Policies, as well as the Transit and Road Project Prioritization Frameworks which will be applied in the second part of the TMP (development of the Capital Infrastructure Plan). Part 1 also includes the TMP Active Transportation Projects and Networks since these elements of the TMP do not depend on the updated OD Survey. The Active Transportation Projects and Networks are focused on addressing missing links and completing the grid citywide, in line with City policy objectives; they are also highly localized and reflect neighbourhood-level route selection which is not captured by the OD Survey.

- **TMP Policies:** The TMP policy document (Document 1) provides a framework for improving Ottawa's transportation system to help meet the goals of the OP. Some of the policies also include actions to support their advancement. The document incorporates guidance from many City projects that have been completed since 2013. The policies provide direction to guide day-to-day transportation planning and operations, as well as to inform future capital and operating budgets.
- **TMP Active Transportation (AT) Projects, Cross-Town Bikeways Network, and Rural Active Transportation Network:** TMP walking and cycling projects, including AT investments in bridges and major structures, are identified in Document 3. These projects are generally standalone projects that are not expected to be implemented as part of other initiatives (such as road construction or renewal, or transit construction). This list replaces the remaining projects identified within the 2013 Ottawa Cycling Plan and Ottawa Pedestrian Plan. An updated map of the Cross-Town Bikeways has also been developed, as well as an updated Rural Active Transportation Network that guides where paved shoulders are to be added to rural roads at the time of resurfacing.



- **Transit and Road Project Prioritization Frameworks for TMP Part 2 (Capital Infrastructure Plan):** The TMP Capital Infrastructure Plan will identify transit and road projects that are needed to accommodate future travel demand and that should be included within the City's ultimate transportation networks; transit options will be reviewed first, followed by roads. The transit and road projects in the ultimate networks will be prioritized for implementation using prioritization frameworks (Document 4) that consider mobility needs, city-building impacts, and cost. The frameworks were developed based on OP planning objectives, TMP Policies, and the frameworks from the 2013 TMP.

TMP Part 2 involves developing the City's Capital Infrastructure Plan for transportation. The TMP Capital Infrastructure Plan will include a detailed update to the City's planned road and transit networks and will provide direction on transportation infrastructure projects and investments for all modes of travel. It will consider future mobility needs and objectives, as well as evolving travel patterns, using the 2022 OD Survey as a key input. The Capital Infrastructure Plan will identify the projects and investments that are needed to achieve the City's mode share and greenhouse gas reduction targets as established in the *Official Plan* and *Climate Change Master Plan*, respectively. It will also identify a subset of projects, prioritized using the frameworks described above, that are affordable within the City's long-range financial plans (LRFPs), along with the corresponding timelines for implementation.

The TMP Capital Infrastructure Plan is expected to be completed in 2025. This schedule reflects the many steps involved in assessing future travel demand, and then developing transportation networks and investment scenarios to achieve the City's objectives. Once the OD Survey data is collected, significant work is required to clean and validate the data; rebuild and calibrate the regional transportation model; and conduct the technical assessment of infrastructure needs and investment priorities.

### **Development Charge Bylaw Update and the TMP**

Development Charges (DCs) are levied by the City on new developments to help pay for growth-related infrastructure, including roads, transit, and active transportation facilities. The TMP is an important input to the City's Development Charges Background Study and Bylaw. The TMP identifies transportation infrastructure projects that are to be included in the DC Background Study and delivered using DC funding.

The City of Ottawa has a legislative requirement to update the Development Charges By-law by May 2024, prior to the completion of the TMP Capital Infrastructure Plan. The upcoming DC By-law Update will therefore be based on the projects from the 2013 TMP that have not yet been built, with updated costs. Since DC funds may only be collected

for projects within the 10-year horizon of the DC Background Study, there are more than enough projects remaining from the 2013 TMP to identify a 10-year list of projects. Project cost estimates will be updated to reflect current City design standards and construction costs. Based on these updated costs, the City will confirm the affordability of the projects that are included in the Background Study and establish the applicable DC rates.

Once the TMP Capital Infrastructure Plan is completed in 2025, the City will update the DC Background Study and By-law, if needed.

## **DISCUSSION**

This report focuses on Part 1 of the TMP, and includes the TMP Policies, Active Transportation Projects and Networks, and Transit and Road Project Prioritization Frameworks. Each of these aspects of the TMP is described below. Part 2 of the TMP, the Capital Infrastructure Plan, will be the subject of a future report in 2025.

### **1. TMP Policies**

#### **1.1 Overview of the TMP Policies**

The new TMP includes 69 policies to guide transportation decisions and priorities to 2046. The policies contribute to the City's vision of becoming North America's most liveable mid-sized city. They support the OP's goal that in 2046, the majority of trips in Ottawa will be made by walking, cycling, transit, or carpool. The TMP policies also consider and respond to the key drivers of change in the Ottawa mobility context. These drivers of change include the following:

- **Growth and Intensification:** Ottawa's population is projected to grow by 40 per cent between 2018 and 2046, reaching an estimated 1.4 million people. The City has a target of accommodating 47 per cent of new dwellings within the existing built-up area of the city. The remaining growth is expected to occur at the periphery of the urban area, creating pressure on connections across the Greenbelt and to new growth areas. With this expected scale of growth and intensification, Ottawa will need to increase its focus on prioritizing space-efficient modes and accommodating travel demand through sustainable transportation. The TMP includes a wide range of policies to encourage walking, cycling and public transit, as well as multi-modal trips that leverage Ottawa's investments in light rail transit. The TMP policies also advance 15-minute neighbourhoods and emphasize the importance of coordination between land use and transportation planning.

- **Climate Change:** The transportation sector contributes 44 per cent of Ottawa’s overall community greenhouse gas (GHG) emissions. Significant action and investment are needed to achieve the ambitious GHG emission reduction targets in the City’s Climate Change Master Plan, over and above electrification of private and commercial vehicles by Ottawa residents and business. In addition to strategies to mitigate climate change, Ottawa is also preparing to adapt to a changing climate over the coming decades as average temperatures rise, periods of extreme heat become more common, and extreme weather events occur more frequently. The TMP includes a strong commitment to mitigating GHG emissions from the transportation system and increasing the resilience of the transportation system to future climate conditions.
- **Technology and New Mobility:** New transportation technologies and services could create a range of positive and negative outcomes. For example, the increased automation of driving functions could reduce collisions, but could also increase congestion if not properly managed. New transportation services such as ride-hailing and e-scooters may provide new options for getting around the city and connecting to the rapid transit network, but their benefits may not be equitably distributed. “Big data” sources and analytics can provide new insights into mobility trends, and new technologies may support transportation system management and incident response. The TMP provides a policy framework to help the City leverage new technologies while also ensuring that they support objectives related to equity, sustainable mobility, and safety for vulnerable users.
- **Equity and Accessibility:** Equity and universal accessibility are key considerations for transportation planning. For some people, transportation can be a barrier to getting and keeping a job, accessing healthcare and social services, buying groceries, or participating in community activities. The policies in the TMP aim to improve access for people who experience transportation-related barriers. This includes considering the mobility needs and constraints of women, children, older adults, people with disabilities, people living in poverty, Indigenous peoples, members of racialized communities, and other equity-deserving groups. Following from the OP, the TMP also sets policy direction to respond to transportation needs in “equity priority neighbourhoods” where there are high concentrations of residents who are socially and economically vulnerable.
- **Safe and Complete Streets:** Since the 2013 TMP, the City has made significant progress on advancing road safety and complete streets. This includes Council approval of the Complete Streets Implementation Framework ([ACS2015-PAI-PGM-0159](#)) that leverages planned construction and reconstruction projects to

implement road designs that consider the needs of all users. The City has also updated the Strategic Road Safety Action Plan (SRSAP); the SRSAP is founded on the “Safe Systems Approach” philosophy that emphasizes that human error on our streets should not lead to death or serious injury. The TMP policies reinforce the importance of safe and complete streets and direct the City to review opportunities to fund additional complete street projects in the TMP Capital Infrastructure Plan.

- **Healthy Streets and Communities:** The built environment shapes people’s decisions about how their children get to school, where they shop for groceries, how they commute, how they interact with neighbours, and much more. These decisions, in turn, have impacts on individual and community health and resiliency by affecting physical activity rates, diet, mental health, air pollution, collision rates, and other health risk factors. Many public health objectives are already advanced through TMP objectives such as encouraging sustainable mode choices and improving road safety. However, it is also important to consider public health explicitly within transportation planning, and the TMP includes specific policies to promote healthy communities and streets as part of project planning and design. This includes considering the public health impacts of project alternatives and incorporating the Healthy Streets approach into the Multi-Modal Level of Service Guidelines ([ACS2015-PAI-PGM-0159](#)); this will ensure that street designs include healthy street features and that public health is considered when making trade-offs.
- **Affordability:** The City defines affordability from the point of view of both current and future taxpayers. In addition to the capital costs, transportation infrastructure projects have significant operational, maintenance, rehabilitation, and debt-financing costs over the lifecycle of the infrastructure. The TMP policies acknowledge the importance of affordability, lifecycle costing, and prioritizing finite resources among many competing demands.
- **The Pandemic:** The COVID-19 pandemic significantly altered travel behaviour in Ottawa, and travel patterns are still evolving. Today, many office workers continue to work from home at least some of the time, and public transit ridership has not yet returned to pre-pandemic levels. The pandemic also accelerated online shopping trends, leading to a rapid increase in the number of marked and unmarked delivery vehicles in urban areas. The TMP policies emphasize the importance of monitoring travel patterns, responding to changes in the mobility context, and seeking to shape travel patterns in support of City objectives.

The TMP policies are organized within the 11 themes listed below. While each theme and policy are presented individually, they are intended to work together to provide balanced direction to shape our transportation system. Policies within the five “cross-cutting” themes span multiple modes of travel and subject areas:

1. **Build a Sustainable and Resilient Transportation System** shows how the TMP will respond to climate change and other environmental issues.
2. **Create a Healthier and More Equitable Transportation System** addresses issues of fairness in the City’s planning for and operation of the transportation system.
3. **Advance Regional Competitiveness** discusses the links between transportation and economic development, with a particular focus on regional mobility.
4. **Respond to Change** describes the City’s approach to managing new mobility options, leveraging data and technology, and establishing a nimble transportation system.
5. **Use Transportation to Support the City We Want to Build** focuses on land use and development, including addressing connections between the Official Plan and TMP Update.

Policies within the six “focused” themes address specific modes of travel or mobility-related topics:

6. **Maximize Walkability** identifies the City’s approach to expanding and improving its pedestrian network to create more supportive environments for walking, improve access to transit, and address pedestrian safety.
7. **Develop a Great Cycling City** discusses how the City will strengthen and expand its cycling network; encourage cycling as part of multimodal trips (such as using a bicycle to access the O-Train); expand and improve parking facilities for bicycles (including secure options); improve cyclist safety; and promote cycling.
8. **Expand and Improve Transit City-Wide** describes how the City will expand rapid transit and transit priority to improve transit connections within and between communities; increase the attractiveness of using transit; and enhance the customer experience.

9. **Provide Safe, Multimodal Streets** addresses the importance of complete streets that consider the needs of all road users and identifies how the road network can be made safer and more efficient.
10. **Manage the Curb, Parking, and the Movement of Goods** describes the ways that the City will proactively manage curbside space, parking, passenger drop-off, and goods movement to support City objectives.
11. **Encourage Sustainable Travel Choices** describes the tools that the City will use to manage travel demand and encourage residents to make more sustainable travel choices for a greater range of trips, including incentives, educational programs, and promotions.

The complete TMP policies are attached to this report as Document 1. A “highlights” document has also been produced to help share the key policy directions with residents and stakeholders (Document 2). These policies build on the 2013 TMP, respond to new and emerging challenges and opportunities, and are informed by a comprehensive public consultation process.

## 1.2 Implementation of the TMP Policies

The TMP establishes a renewed policy framework across 11 themes. The updated TMP policies will guide City decision-making on the transportation system for the coming years. As noted in the *Background*, many of these policies are not new; the TMP incorporates policy guidance from many other City projects that have been completed and approved since 2013.

The TMP policies may be implemented in a variety of ways. For example, policies regarding transportation networks for new communities may be implemented through Secondary Plans and development review. Policies regarding street trees and the public realm may be implemented through design guidelines or through individual design projects. Policies regarding goods movement and transportation system management may be implemented through supporting projects or initiatives led by various City departments. Other policies may be implemented through capital programs, annual operating budget requests, updates to business processes, etc.

Some of the TMP policies also include actions to support their advancement. Actions have been identified where there are specific projects or initiatives, usually with clear deliverables, that can help to kickstart policy implementation. The actions span many City departments and service areas. Some actions are already underway, while other actions are expected to be initiated in the future, within this Term of Council. This is not

a comprehensive list of actions; there are undoubtedly many more actions that the City is already undertaking – or will be undertaking in the coming years – to implement the TMP policies.

Some of the actions identified within the TMP will have impacts on City budgets. They can be categorized as follows based on their expected financial implications:

- No financial implications, or projects are already funded.
- Limited or moderate financial implications; policies and actions will be advanced through annual work plans and budget processes.
- Possibility of significant financial implications; budget requirements will be assessed as part of a business case for a future project separate from the TMP and brought to Council for approval prior to implementation.
- Possibility of significant financial implications; budget requirements will be assessed as part of the TMP Capital Infrastructure Plan and/or Transportation Asset Management Plan and incorporated into the Long-Range Financial Plan.

There are no new funding requests associated with this report.

Examples of actions with limited financial implications, to be advanced through annual work planning and budget processes, include the following:

- Updating or developing new design guidelines – for example, updating design guidance for roundabouts and for arterial roads.
- Undertaking or refining public engagement – for example, engagement focused on accessibility barriers.
- Reviewing business processes – for example, related to implementation of the complete streets policies.
- Updating or developing new strategies – for example, the Transportation Demand Management Strategy.

There are three actions with limited to moderate financial implications whose costs are described in more detail in Document 6; they will be advanced through capital budget processes and/or through the Transportation Asset Management Plan:

- Add lighting to new multi-use pathways where warranted based on TMP Policy 6-7.

- Install automated counters as part of new or significantly rehabilitated structures with active transportation facilities (TMP Policy 7-11).
- Update design guidelines and standards to incorporate shade trees into new and reconstructed transportation infrastructure (TMP Policy 1-3).

The list below is a comprehensive list of actions that may have significant financial implications, where budget requirements will be assessed as part of a business case for a future project. Many service areas are responsible for implementation of the policies and actions.

- Identify high-priority active transportation connections to rapid transit stations, and identify associated funding needs and funding source(s).
- Map existing multi-use pathways that provide important shortcuts for pedestrians and identify funding to winter maintain them.
- Develop criteria for widening multi-use pathways at the time of renewal and/or separating them into distinct pedestrian and cycling spaces.
- Expand the winter cycling network to include additional linkages that connect to the existing winter network or to a rapid transit station and identify the associated funding requirements.
- Identify a prioritized set of actions and initiatives to attract new transit riders and meet the needs of existing riders.
- Update transit service planning policies and guidelines, including a review of fare policies.
- Implement shade along priority corridors using urban heat island, tree canopy and equity mapping to inform prioritization of resources.
- Pilot street designs that function as “places” such as the “woonerven” concept for low-volume, low-speed local streets, as opportunities arise.
- Advance City projects to create more vibrant, inclusive, safe, secure and accessible downtown streets.

The list below is a comprehensive list of actions that may have significant financial implications, where budget requirements will be assessed as part of the Capital Infrastructure Plan and/or Transportation Asset Management Plan and incorporated into the Long-Range Financial Plans. This list also includes transportation infrastructure



requirements that were introduced by the Official Plan but whose financial implications were not assessed at that time:

- As part of the TMP Capital Infrastructure Plan, develop one or more planning scenarios that achieve the City's GHG emission reduction targets for mode shift, and identify the corresponding costs, benefits, and interdependencies, considering affordability, funding sources and implementation feasibility.
- Complete the new Park-and-Ride Strategy for Ottawa, considering existing and future Park-and-Ride demand.
- As part of the TMP Capital Infrastructure Plan, develop investment scenarios that feature different levels of funding for different project types, considering affordability constraints and the achievement of City objectives.
- Provide sidewalks on at least one side of all new local streets in the Urban Area and Villages. On existing local streets in the Urban Area and Villages, sidewalks will be pursued where possible at the time of reconstruction, subject to practical considerations such as the existing context, available space in the right-of-way, impacts to the stormwater system and trees, network connectivity, and financial affordability.
- Provide cycling facilities on all new Collector, Major Collector, and Arterial roads within the Urban Area and Villages, with cycle tracks being the preferred facility type in most contexts based on industry-accepted facility selection guidelines. Existing streets are to be upgraded to include cycling facilities at the time of reconstruction, and where feasible during resurfacing. Where cycling facilities are required approaching an intersection, these facilities are to be continued through the intersection using crossrides. Protected intersections will be the City's preferred option when constructing or reconstructing signalized intersections where dedicated cycling facilities are warranted on at least one of the intersecting streets.
- Scope rapid transit capital projects to include active transportation facilities along rapid transit corridors, across rapid transit corridors, and between rapid transit stations and the adjacent neighbourhoods.
- Within the TMP Capital Infrastructure Plan, review opportunities to fund complete street improvements that go beyond the scope and/or limits of the planned construction works (for example: extending project limits by a short distance to connect a new cycle track to an adjacent facility; or increasing scope by adding lighting to a multi-use pathway at the time of renewal).

- Within the TMP Capital Infrastructure Plan, identify stand-alone projects to reconfigure existing streets as "complete streets", in support of intensification and modal shift (including up-grading roads from a rural to an urban cross-section with sidewalks and cycle tracts).

The asset management-related financial implications of the TMP policies are further discussed in Document 6 - Asset Management Implications of the TMP Part 1.

The City must remain within its long-term affordability envelope in order to optimize the use of scarce resources and deliver the infrastructure and services that residents and businesses require for success, both now and in the future. The TMP Capital Infrastructure Plan will identify the projects and investments that are affordable within the City's long-range financial plans (LRFPs), while also identifying additional investment needs and other potential sources of funding that the City may choose to pursue. The Tax-Supported Capital LRFP informs the affordability assessment for the non-transit components of the TMP, including road capacity projects, "complete streets" investments, and pedestrian and cycling infrastructure. The Transit LRFP informs the affordability of the transit components of the TMP. The affordability analysis will establish the envelope for TMP growth projects based on current policies and revenue sources. It will also identify the capital growth projects to be included in the update to the Development Charges Background Study that will follow the completion of the Capital Infrastructure Plan.

The City recognizes that there are different possible approaches to working within affordability constraints by prioritizing investment in different areas. The Capital Infrastructure Plan will explore alternative investment scenarios that feature different levels of funding for different project types, considering the City's mobility needs, GHG reduction targets, and sustainable mode share targets. It is expected that the Capital Infrastructure Plan will shift funding from vehicle capacity projects to projects that support sustainable modes, compared to previous plans.

The LRFPs will recommend strategies to address any funding gaps, which may include but are not limited to pursuing alternate funding sources, additional funding from senior levels of government, development charge increases, and financial policy changes that may be needed to fully realize the City's Official Plan objectives and Climate Change Master Plan targets.

In addition, the City's long-range financial plans must ensure that transportation assets can be maintained at an acceptable level of service. Asset maintenance and renewal needs are identified in the City's Transportation and Transit Asset Management Plans. These plans use a comprehensive asset management approach to reduce lifecycle

costs while maintaining assets in a safe condition and delivering agreed-upon levels of service. The TMP Capital Infrastructure Plan will use lifecycle costing to evaluate transportation projects; updates to the City's long-range financial plans (and associated funding envelopes) will consider both growth and renewal needs as identified in the TMP Capital Infrastructure Plan and Transportation/Transit Asset Management Plans, respectively.

Also inherent to a discussion of affordability is the assessment of the City's total debt position and outlook on revenues, costs and interest rates. Most notably, recent changes to the Development Charges Act through Bill 23 further restrict the City's ability to collect development charges to fund growth and it is expected that our changing climate will increase the cost of maintaining and adapting infrastructure in the future. The City will continue to apply a long-term affordability lens to planning, designing, implementing, and maintaining transportation infrastructure, recognizing these factors.

## **2. TMP Active Transportation Projects**

The TMP Policies describe the City of Ottawa's approach to improving and expanding the active transportation network, in support of accommodating growth and intensification and increasing the share of trips made by sustainable modes:

- Create no new deficiencies – Build new communities and develop sites with an adequate density and quality of active transportation facilities.
- Maximize opportunities through construction – Build and/or upgrade active transportation facilities when roads are being resurfaced, reconstructed, or redeveloped, as this is cost-effective and less disruptive.
- Retrofit by priority – Undertake stand-alone projects to fill gaps in the active transportation networks at priority locations.

The TMP Active Transportation Projects (Document 3) are stand-alone projects to “retrofit by priority”. The Active Transportation Projects target critical missing links and network expansion opportunities where no other works are planned. They add or upgrade facilities such as sidewalks, multi-use pathways, bike lanes, cycle tracks, street crossings, or bridges and major structures. The TMP Active Transportation Projects include a total of 244 projects. Of these, 109 are categorized as Pedestrian Projects and 135 are categorized as Cycling Projects. Within Cycling Projects, 11 projects are categorized as Major Structures Projects that would receive funding from the Active Transportation Major Structures funding envelope. All categories include some facilities that are shared use. In particular, many Cycling Projects benefit all active users;

approximately 40 per cent of Cycling Projects (by value) within this plan directly benefit pedestrians too.

The TMP Active Transportation Projects complement facilities that will be delivered through road resurfacing, road construction, and rapid transit projects. Projects are scoped as “retrofit” projects, rather than full reconstruction of City streets from edge to edge. Most of the Active Transportation Projects involve small-scale construction works, generally ranging from \$0.5M to \$3M in cost. Scopes are carefully defined for cost-effectiveness, so that projects can be pursued in many locations across the city within the available funding envelopes.

Project selection was informed by a multi-staged assessment and consultation process as described below:

- Public engagement on “missing links”: As part of the TMP Phase 2 consultation in fall 2020, Ottawa residents were asked about AT missing links and placed over 4,000 “pins” on a map of the city identifying locations of concern. In addition, numerous suggestions were received directly from the public during and preceding the TMP update process.
- Councillor input: In spring 2021, Councillors provided input on their highest priority walking and cycling projects for residents of their Wards. In many cases, Councillors also reached out to their residents through online “Question and Answer” sessions, with City staff providing background information. Over 450 residents participated in these sessions from January to May 2021.
- Network review: A city-wide review of walking and cycling networks was conducted, considering Councillor input and “missing link” map markers from public consultation. The network review considered community connectivity (i.e. routes to transit, schools, commercial areas, and other community destinations); network contribution (i.e. role in addressing short missing links, availability of alternative routes); improvement to safety and/or comfort relative to existing conditions; project cost; and implementation considerations such as available space in the right-of-way and potential impacts to trees. TMP equity priority neighbourhoods were specifically reviewed to ensure that any important missing links were identified.
- Public engagement on proposed TMP Active Transportation Projects: As part of the TMP Phase 3 consultation in winter 2021, an interactive map-based online engagement tool was used to inform residents and solicit feedback on the draft candidate projects. The projects have been refined following the Phase 3 public

consultation and further review by City staff. The report on Engage Ottawa, [Changes to the Policies and Projects](#), documents these changes.

The TMP Active Transportation Projects replace the projects identified within the 2013 Ottawa Cycling Plan and Ottawa Pedestrian Plan. They also feature new project “types”, compared to the previous plans. In Document 3, the TMP Active Transportation Projects are distinguished based on the following project types:

- Infrastructure Projects involve new infrastructure construction, consistent with the description above of small-scale “retrofit” construction works. Most projects fall in this type.
- Pavement Marking and Signage Projects (cycling only) are likely to be implemented largely with pavement markings. This is a new project type to support rapid deployment of new kilometres of bike lanes where appropriate, at low cost.
- Feasibility Study Projects have a high degree of risk or unknowns which must be evaluated before implementation can be considered. Due to this uncertainty, implementation is not guaranteed and funding is not assured. This new project type will assess solutions to important but challenging missing links.

For all TMP Active Transportation Projects, Document 3 identifies the expected project location and project extent. However, the exact limits, routing and design details of each facility will be determined through the City’s project-specific planning, design, and public consultation processes.

## **2.1 Pedestrian Projects**

Pedestrian Projects consist of new sidewalks or short multi-use pathways. Sidewalks are proposed on many streets that provide connectivity to schools, transit, parks, recreation, commercial areas, and other community destinations. Project selection also considered existing walking conditions (including vehicle volumes and road context), land use density and expected intensification. In general, sidewalks on streets without any dedicated pedestrian facilities are prioritized over streets that already have a sidewalk on one side of the road. In neighbourhoods with low existing sidewalk coverage, additional sidewalk networks are proposed to provide a basic level of pedestrian accessibility, comfort, and connectivity.

Multi-use pathways that provide shortcuts between roadways have been proposed where they are anticipated to be technically feasible, cost-effective and provide substantial reduction in walking trip distances to community destinations. Within the Pedestrian Projects, pedestrian crossing improvements (signalized or unsignalized) are

being considered where they are expected to reduce walking trip distances to community destinations; improve access to transit; and/or provide connectivity between destinations and sidewalks on opposite sides of the street. Proposed crossings will need to meet City criteria for technical feasibility before they can be implemented.

Most Pedestrian Projects (91) are Infrastructure Projects that can proceed to planning and design. A few Pedestrian Projects (18) are categorized as Feasibility Study Projects. These projects have significant uncertainty regarding a technical solution or high project cost which must be studied further before it can be determined whether a project can proceed to implementation. Project feasibility may be impacted by project cost and available space in the right-of-way; grading and drainage; and potential impacts on mature trees and driveways.

## **2.2 Cycling Projects**

Cycling Projects consist of new cycling facilities such as cycle tracks, bike lanes, protected intersections, and longer multi-use pathways (which are also used by pedestrians). Most projects (61) are Infrastructure Projects that can proceed to planning and design; they may involve construction works such as intersection modifications, new multi-use pathway construction, or curb work to accommodate bike lanes or cycle tracks.

An additional 32 projects are categorized as Pavement Marking and Signage Projects. These projects identify network segments where on-street bike lanes are expected to be implemented through pavement markings and signage only. Proposed projects are generally on collector or minor collector roads where on-street bike lanes are an appropriate facility type for a retrofit project, based on vehicle volumes and speeds. Proposed projects may involve removal of on-street parking or removal of turn lanes at intersections due to limited space. Pavement Marking and Signage Projects were identified in large part based on perceived ease of implementation. However, if through investigation it is determined that there are significant challenges to implementation of a particular project, the project will not be pursued.

Thirty-one projects are Feasibility Study Projects. These projects target important network segments with a high demand for connectivity but where significant implementation obstacles exist. Obstacles to feasibility may include significant trade-offs with vehicle movements, major loss of parking in commercial areas, technical uncertainties, or uncertainty regarding property or partnerships. Once the feasibility studies are complete and there is a better understanding of the challenges, costs and potential solutions, implementation may be pursued pending availability of funding.

## **2.3 Major Structures Projects**

Major Structures Projects consist of new structures or modifications to existing structures (including ramps) to facilitate AT crossings of major natural and infrastructure-related barriers. Examples of barriers include rivers, canals, highway corridors, and rail corridors. Major Structures Projects are a subset of Cycling Projects; they are expected to be funded (at least in part) by the Active Transportation Major Structures funding envelope.

Five projects are categorized as Infrastructure Projects that will proceed to the planning and design process. This category includes the addition of protected cycling facilities and improvements to pedestrian facilities as part of four Highway 417 crossing projects being undertaken by the Ministry of Transportation of Ontario (MTO) – Richmond Road, Pinecrest Road/Greenbank Road, Woodroffe Avenue, and Maitland Avenue. These projects have funding reserved for implementation, and schedules will align with the MTO's bridge rehabilitation programs. The MTO's scope of work is limited to rapid bridge replacement; their policies require the City to cover additional costs related to the addition of cycling facilities, which currently do not exist on any of the structures. Bridge replacement occurs at intervals of approximately 75 years, so it is critical to seize the upcoming opportunity to implement improvements. Opportunities to connect the new AT facilities on the bridges to existing AT facilities in adjacent communities will also be explored. However, these connections may need to be deferred due to funding constraints or opportunities to coordinate with planned future MTO works. The fifth project involves widening Carling Avenue at the Beachburg rail underpass (near Burke Street) by removing the overhead rail bridge, to address cyclist safety concerns at this pinch point.

Seven Major Structures Projects are listed as Feasibility Study Projects. These projects target important network segments with a high demand for connectivity but where significant implementation obstacles exist. Obstacles may include inability to widen existing structures due to engineering limitations; issues with available rights-of way; flood plains/natural systems; or regulations (e.g. bridge codes, MTO and rail policies). Once the feasibility studies are complete and there is a better understanding of the challenges and potential solutions, implementation may be pursued for the most compelling projects, pending availability of funding.

## **2.4 Implementation of the TMP Active Transportation Projects**

The Active Transportation Projects will be implemented from 2024 onwards and will be carried forward to the development of the TMP Capital Infrastructure Plan. The funding envelopes for Pedestrian, Cycling and Major Structures Projects will be reviewed as

part of the TMP Capital Infrastructure Plan and update to the Long-Range Financial Plan.

The full portfolio of TMP Active Transportation Projects (excluding Feasibility Study Projects) has an estimated implementation cost of approximately \$350 million; at existing funding levels, the program will require more than 20 years to implement. Recognizing the importance of these projects to accommodate growth and achieve City objectives, the City will seek additional funding to accelerate implementation of the TMP Active Transportation Projects. There are several possible funding sources that could accelerate implementation, these include: funding programs from the provincial and federal governments; additional funding from Community Benefits Charges or Development Charges; and Council strategic initiatives or project-specific funding.

Projects from the approved list of TMP Active Transportation Projects are expected to be prioritized for design and implementation by City staff based on the following criteria:

- **Coordination opportunities:** Where a project overlaps geographically with other planned works, coordination is critical to achieving cost-efficiencies and reducing total project costs. Coordination is particularly important for smaller construction projects due to the high fixed costs of project delivery (e.g. construction site setup, equipment mobilization, traffic management, site inspection, design review and approvals, and project management).
- **Project status:** Several projects from the 2013 Ottawa Cycling Plan and Ottawa Pedestrian Plan are underway. Projects that have designs completed or underway will continue to be advanced to implementation, where feasible.
- **External funding requirements:** Provincial and federal funding programs often stipulate construction completion dates; projects must be completed by the deadline to receive funding. Projects with an external implementation deadline will be prioritized for design and construction to ensure all funding conditions are met.
- **Mode shift potential:** Projects that are expected to be most effective in supporting mode shift will be implemented as early as practicable within the plan. The assessment of mode shift potential will be based on the criteria presented above: connectivity to destinations; network contribution; and improvements to safety and/or comfort relative to existing conditions.
- **Cost and ease of implementation:** Implementation phasing will consider project cost and ease of implementation; lower cost projects, and those that are easier to



implement, will be accelerated relative to other projects with similar mode shift potential.

- Equity lens: Projects in TMP Equity Priority Neighbourhoods will be accelerated relative to other projects with similar characteristics (mode shift potential and cost/ease of implementation).

### **3. Active Transportation Networks**

#### **3.1 Cross-Town Bikeway Network**

The TMP Part 1 includes an updated map of the Cross-Town Bikeway Network (Document 5 and on [GeoOttawa](#)). Cross-Town Bikeways are intended as higher order cycling routes that provide continuous connectivity over long distances. Cross-Town Bikeways include both on-road and off-road cycling facilities that aim to provide direct routing and a consistently high level of comfort for their entire length. Cross-Town Bikeways are also prioritized for maintenance.

Since the Cross-Town Bikeway Network was established in 2013, the City has made significant progress on delivering Cross-Town Bikeways. The original eight Cross-Town Bikeways serve as a strong backbone from which to expand the citywide cycling network; the TMP Update proposes modifications to the network of Cross-Town Bikeways along with additional routes.

Key features of the updated Cross-Town Bikeways Network are as follows:

- New Cross-Town Bikeway routes have been added to cover more areas of the city. Routes connect to the existing Cross-Town Bikeway Network, to rapid transit stations and/or to major destinations.
- Segments of the original Cross-Town Bikeways have been revised where there are lower-stress or more direct alternative routes that can provide similar connectivity.
- Spacing of the proposed Cross-Town Bikeway Network reflects the density of residents and destinations, as well as the feasibility of achieving low stress cycling routes in different areas. For this reason, Cross-Town Bikeways have been identified with closer spacing in the Downtown Core and Inner Urban transects.
- Routes leverage new cycling facilities that are expected to be delivered by planned road renewal, road resurfacing, major transit projects, or redevelopment.

A focus of many of the TMP Active Transportation Projects is to address missing links along the Cross-Town Bikeways routes.

- Not all projects to complete the routes have been identified yet; additional projects will be identified in the coming years to support completion of the Cross-Town Bikeways Network, continuing to leverage planned construction works.
- When a significant portion of any Cross-Town Bikeway is completed, it will be signed and included on mapping products.

There may be further modification to the Cross-Town Bikeway Network with the TMP Part 2.

### **3.2 Rural Active Transportation Network**

Part 1 of the TMP Update also includes adjustments to the Rural Active Transportation Network (Document 5) that is applicable outside of the Urban Area and Villages. In line with the TMP Policies, the Rural Network dictates where paved shoulders will be added to rural roads at the time of resurfacing, subject to technical feasibility (i.e. unobstructed roadbed width). The TMP Policies and Rural Active Transportation Network will lead to a significant investment in rural routes that can be enjoyed by urban and rural residents, and visitors alike. The cost of adding new paved shoulders at the time of resurfacing is considerable; paved shoulders add approximately 20 per cent to the per-kilometre resurfacing costs for a two-lane rural road. The policy of adding paved shoulders to select rural roads at the time of resurfacing was introduced previously. These costs are already being absorbed within Asset Management budgets and contribute to budget pressures within the Transportation Asset Management Plan.

The Rural Active Transportation Network reflects a different planning approach and target user compared to the Urban Area and Villages, as described in the TMP Policies (Policy 7-5 and Policy 9-1). Rural Ottawa is characterized by a low density of homes and destinations, with long trip distances - both of which result in a higher dependency on automobiles and a lower prevalence of walking and cycling for utilitarian purposes. The proposed Rural Active Transportation Network provides a lower density of routes, to reflect the geographic context. It aims to provide connectivity between the larger Villages, as well as connectivity to the Urban Area and to major recreational destinations and rural trails (e.g. Osgoode Pathway / Doug Thompson Pathway; Prescott-Russell Trail).

Facility types for the Rural Active Transportation Network are based on a target cyclist who is travelling longer distances and is either highly confident or somewhat confident

riding in mixed traffic; trip purposes will often be recreational in nature. The Rural Network features the following facility types:

- Suggested routes on lower-volume, secondary roads. These routes were screened for lower vehicle volumes and speeds and are expected to be comfortable for the target rural cyclist riding in mixed traffic (i.e., with no paved shoulders); a significant proportion of cyclists use these routes today. Signage may be deployed along these routes for wayfinding purposes and to notify all users that they are on a cycling route.
- Paved shoulders on higher-speed, higher-volume roads. Paved shoulders would typically be added at the time of resurfacing, subject to technical feasibility (which is often tied to available unobstructed roadbed width). An initial screening for roadbed width has been completed as part of network development; however, technical feasibility will need to be confirmed at the time of resurfacing. Furthermore, these roads may feature short segments of roadway that do not permit the addition of paved shoulders. Given the target cyclist for the rural network and selection of corridors that are already well-used today for cycling, these short segments are expected to remain as shared space.
- Off-road pathways for active transportation. These facilities will be pursued along available corridors as opportunities arise. For example, in 2011, the 20 km Doug Thompson Pathway (previously known as the Osgoode Link Pathway) was opened for use by cyclists and pedestrians. Active transportation may be an interim use for former rail corridors that may ultimately be used for other transportation purposes. Within the TMP AT Projects (cycling project category), there is a Feasibility Study identified for extending the Doug Thompson Pathway south toward Kemptville, in collaboration with the Municipality of North Grenville. There is also an Infrastructure Project to convert an initial segment of the recently acquired Beachburg Subdivision rail corridor for interim active transportation use, as well as a Feasibility Study to explore an improved termination of the western end of the Prescott-Russell Trail.

The updated Rural Active Transportation Network includes a total of approximately 340 km of proposed paved shoulder routes. The draft Rural Active Transportation Network was shared with the public as part of the TMP Phase 3 public consultation and has been refined considering the comments received.

### **3.3 Active Transportation Mapping including Major Structures Map**

The TMP Active Transportation Projects, Cross-Town Bikeway Network and Rural Active Transportation Network can be viewed on the [GeoOttawa](#) online mapping tool.

The TMP Active Transportation Projects are divided into different “layers” by project type: Pedestrian Projects and Cycling Projects. GeoOttawa also illustrates “in process” pedestrian and cycling facilities that are in the planning phase and are anticipated to be delivered by other City programs by 2031 (light green colour). For example, “in process” facilities include multi-use pathways being implemented through Stage 2 LRT, and cycling facilities delivered through road renewal projects. On GeoOttawa, residents can also view existing walking and cycling facilities, “in process” facilities, and the TMP AT Projects at the same time to better understand how the City’s walking and cycling networks will evolve and the role of the TMP AT Projects in filling network gaps.

For the Major Structures map, “in process” facilities are in the planning phase but may not be delivered by 2031. The Major Structures map also identifies AT crossings in grey that have previously been identified in Secondary Plans or Transit Oriented Development plans but remain unfunded; they are not priorities for connectivity at this time and they are not part of the TMP Active Transportation Projects. These AT crossings will be reviewed for inclusion in the Ultimate Pathways network (further discussed below) and could proceed to implementation in the future.

GeoOttawa will be updated to indicate that the 2013 Ottawa Cycling Plan has been superseded. Spine Routes and Local Routes will no longer be required within the Ultimate Network, given the intent of the Official Plan policy that all road corridors in the Urban Area and Villages are part of the City’s ultimate cycling network (with the exception of highways and transitways). An Ultimate Pathways network will be maintained within GeoOttawa. This map layer shows where AT linkages are needed outside of the City’s road corridors. These are often implemented as multi-use pathway facilities along natural corridors such as streams or creeks. The Ultimate Pathways network will also be updated within the TMP Part 2.

#### **4. Project Prioritization within the TMP Capital Infrastructure Plan**

##### **4.1 Overview of the TMP Capital Infrastructure Plan (TMP Part 2)**

As described in the *Background* section, the TMP Capital Infrastructure Plan will identify the projects and investments that are needed to meet Ottawa’s mobility needs and achieve the City’s mode share and greenhouse gas reduction targets. It will also identify a subset of projects that are affordable within the City’s long-range financial plans (LRFPs), along with the corresponding timelines for implementation.

Figure 1 below provides an overview of the approach for developing the TMP Capital Infrastructure Plan. It identifies the following steps:

- **Identifying Needs.** The City will use data collected from the fall 2022 Origin-Destination (OD) travel survey to understand how, where, and why residents are traveling today. Using this data, the City will update its transportation model and will forecast future travel demand to 2046 based on population and employment projections from the Official Plan. Since travel patterns are still changing in response to the pandemic, different scenarios will be examined to account for uncertainty, such as higher versus lower levels of working from home. Future transportation needs will be assessed by comparing future travel demand with existing network capacity, considering objectives such as providing access to destinations and shifting trips to sustainable modes.
- **Identifying and Screening Projects.** The next step will be to identify and screen candidate projects for inclusion in Ottawa's Ultimate Transit and Road Networks. The Ultimate Networks provide a long-term vision for the City's transportation infrastructure and include transit and road projects to meet 2046 travel demand. Projects from the 2013 TMP will be reviewed to confirm their need, and new projects will be identified to accommodate new growth. Projects to reconfigure existing streets as "complete streets" will also be identified, in support of intensification and modal shift.

All candidate projects will be subject to a high-level screening for need, feasibility, and policy alignment. Some projects may be screened out at this stage; others may be adjusted to ensure feasibility or to minimize environmental impacts. Network development will aim to accommodate travel demand through transit and active transportation; however, road projects will also be considered where residual demand exists that cannot be met by sustainable modes.

- **Developing the Ultimate Networks.** In developing the Ultimate Networks, transit options to accommodate travel demand will be identified first; projects to add road capacity will be included where required to supplement the Ultimate Transit Network and meet residual travel demand. Road projects will also be required to provide access to new development. The Ultimate Transit and Road Networks will be reviewed and refined based on network performance metrics such as destination accessibility, travel time, and greenhouse gas emissions. Identifying projects and developing the Ultimate Networks will be an iterative process.
- **Prioritizing Projects within the Ultimate Networks.** The transit and road projects in the Ultimate Networks will be prioritized using frameworks that consider Mobility Needs, City-Building, and Cost. The frameworks will be used to compare projects of the same type – i.e. to prioritize new roads and road

widening projects relative to one another, and to prioritize transit projects relative to one another. The prioritization process will determine which road projects will be built first, and which transit projects will be built first. The proposed Transit and Road Project Prioritization Frameworks are presented in the next sections of this document.

- **Evaluating Investment Scenarios.** Separate from project prioritization, the City will consider how to allocate funding across modes and project types. The TMP Team expects to develop two or three network investment scenarios that feature different levels of funding for different project types, including new roads and road widenings, complete street modifications to existing roads, rapid transit and transit priority projects, and active transportation. The different investment scenarios will be evaluated based on their ability to achieve City objectives, considering performance metrics related to mobility, climate change, equity, and affordability. The investment scenario that is approved by Council will determine the funding envelope for each project type (i.e. the amount of funding allocated to transit, active transportation, etc.). This funding envelope will then be applied to the prioritized list of projects to determine the anticipated timelines for implementation.

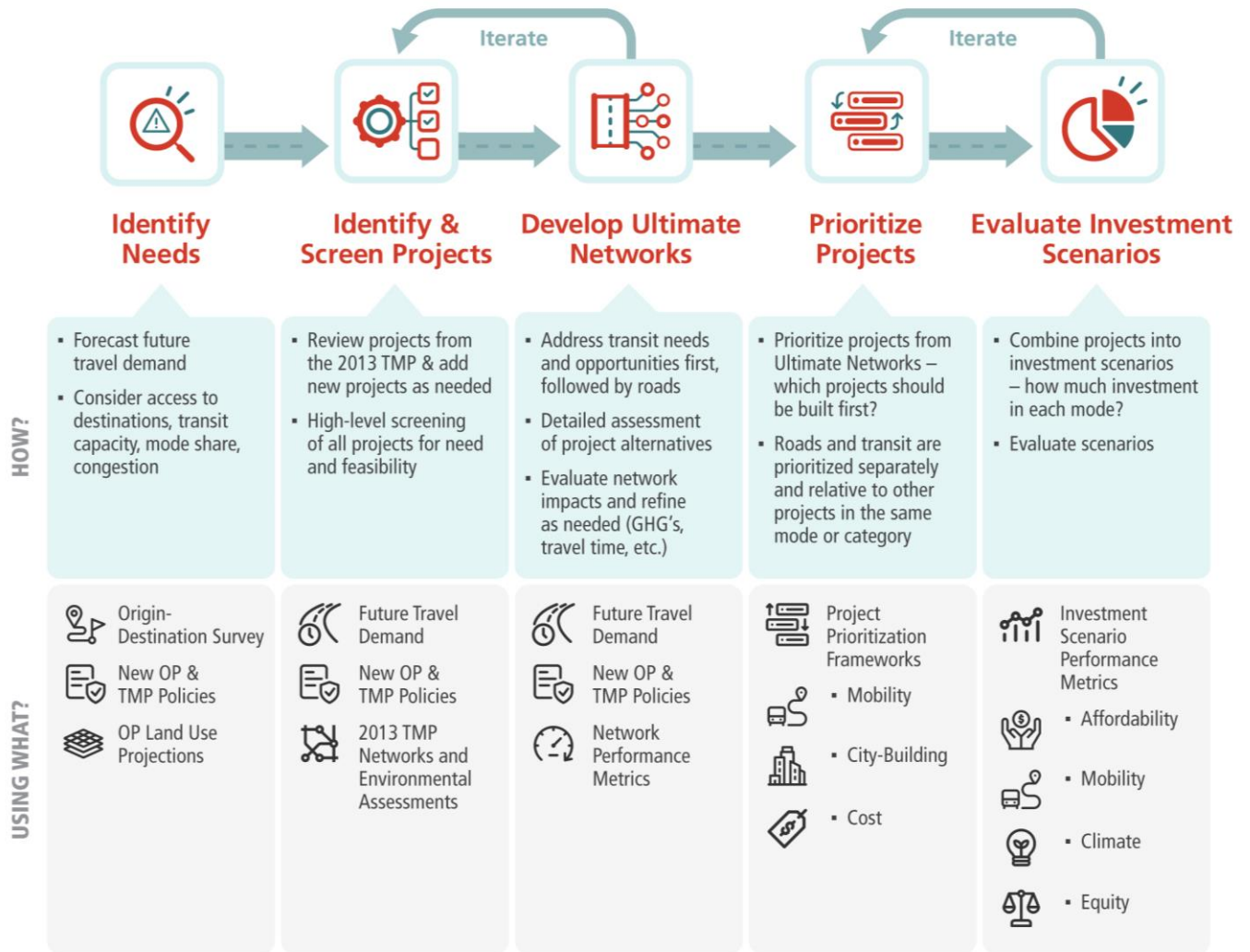


Figure 1: TMP Capital Infrastructure Plan (TMP Part 2)

Once approved, the TMP Capital Infrastructure Plan will guide the implementation of new transportation infrastructure within the City. It will also inform future updates to the City’s Development Charges. The Ultimate Networks will be incorporated into the OP through an OP Amendment, to ensure protection of road rights-of-way and future transportation corridors. Mode share targets will also be established within the Capital Infrastructure Plan, to align with the network investment scenarios and advance the OP’s mode shift objectives.

#### 4.2 Transit and Road Project Prioritization Frameworks for TMP Part 2

The transit and road projects in the Ultimate Networks will be prioritized for implementation using the Transit and Road Project Prioritization Frameworks (Document 4) that are recommended for approval with this report. The frameworks will be used to compare projects within the same categories. The prioritization process will determine which projects within each category will be built first. Projects will only be

assessed relative to other projects in the same category to account for the significant difference in cost and impact of each of these types of investments.

For transit projects, the categories are as follows:

- Rapid transit: transit corridors with fully exclusive right-of-way and grade-separated crossings, such as light rail corridors and bus-only roads. Also includes transit facilities with semi-exclusive right-of-way with physical separation and at-grade crossings, such as median busways. Prioritization will be based on the scoring rubrics in Annex A of Document 4.
- Transit priority corridors: projects with dedicated bus lanes and/or other priority measures along an entire corridor. In addition to bus lanes, measures may include queue jump lanes, transit signal priority, restrictions for general purpose vehicles, etc. Transit priority corridors will also include corridors with the potential for tactical transit improvements that can be implemented relatively quickly and at low cost. Prioritization will be based on the scoring rubrics in Annex A of Document 4.
- Isolated priority measures: transit priority projects focused on specific intersections or bottlenecks. Measures may include queue jump lanes, transit signal priority, restrictions for general purpose vehicles, etc. Identification and prioritization will be conducted separately based on existing transit service metrics.

For road projects, the categories are as follows:

- New roads and road widenings: projects to build new roads or add lanes to existing roads, to improve vehicular access and/or to add vehicular capacity. Prioritization will be based on the scoring rubrics in Annex A of Document 4.
- Complete street modifications to existing roads: projects to reconfigure existing streets to better accommodate sustainable modes, in support of intensification and modal shift. Prioritization will be based on the criteria in Document 4, with detailed scoring rubrics to be developed following Council approval of these criteria.

The Transit and Road Project Prioritization Frameworks (Document 4) were developed based on OP objectives, TMP policies, and the frameworks from the 2013 TMP. They were also reviewed and refined based on the results of public engagement. Document 4 identifies the prioritization criteria and metrics. It also identifies the number of points that



is allocated to each metric. Each project is expected to receive a total score that allows it to be compared to other projects within the same category.

The criteria and metrics assess each project's contribution to meeting **mobility needs**. For transit projects, projects that attract new riders and improve transit service for existing riders will be prioritized. For new road and road widening projects, projects that open new lands for development or improve access will be prioritized; projects that address severe existing congestion will also score highly.

The criteria and metrics also assess each project's positive or negative contribution to **city building** objectives. For transit projects, this captures connectivity to major destinations, impact on natural systems, and the expected number of riders who live in TMP equity priority neighbourhoods. For new road and road widening projects, the city building score considers impacts to natural systems; TMP equity priority neighbourhoods; and place-making and healthy streets objectives. It also considers greenhouse gas emissions and induced demand, as well as the project's importance for transit, goods movement, and connectivity to major destinations.

Finally, the prioritization frameworks consider the total lifecycle **cost** of each project. This reflects the importance of making efficient use of the limited funding available for transportation infrastructure projects.

Within the network investment scenarios, projects will be grouped into implementation phases (short-, medium-, and long-term) based on their total scores. The phasing may be refined in consideration of external factors such as coordination with other projects, development timing, network considerations, and construction readiness. The Capital Infrastructure Plan will also establish mechanisms for monitoring and re-prioritizing investments as land use and mobility patterns evolve.

## 5. Consultation on the TMP Part 1

Public engagement for the TMP has followed an iterative, phased approach. Part 1 of the TMP included three phases of consultation, as summarized in the table below.

Phase	Consultation Topics
Phase 1: Confirming the Direction (Fall 2019)	<ul style="list-style-type: none"> <li>• Existing Conditions</li> <li>• Vision and Guiding Principles</li> </ul>
Phase 2: Policy Connections (Fall 2020)	<ul style="list-style-type: none"> <li>• Active Transportation Missing Links</li> <li>• New Mobility</li> </ul>

	<ul style="list-style-type: none"> <li>• Equity and Inclusion</li> </ul>
Phase 3: The Path Forward (Winter to Summer 2022)	<ul style="list-style-type: none"> <li>• TMP Policies</li> <li>• Active Transportation Candidate Projects</li> <li>• Rural Active Transportation Network</li> <li>• Transit and Road Project Prioritization Frameworks</li> <li>• Climate Change Discussion Paper</li> </ul>

Phase 1 and Phase 2 of public engagement set the stage for the draft policies and candidate projects by seeking residents’ feedback on existing conditions, guiding principles, and their vision for transportation in Ottawa. Phase 2 focused on a few priority issues and sought feedback on active transportation, new technologies, and what a more equitable transportation system would look like. Within Phase 2, more than 1,000 residents dropped over 4,000 “pins” on a map to identify missing links in the city’s walking and cycling networks. The culmination of Phases 1 and 2 saw close to 3,500 survey responses. This input helped shape the draft policies and projects released during Phase 3.

Phase 3 public engagement on the draft TMP Part 1 solicited feedback on a proposed vision, guiding principles and nearly 70 policies that provide a framework for improving Ottawa’s transportation system and achieving the mobility objectives of the OP. As part of Phase 3, a series of 15 highlight sheets were released summarizing the policies; each highlight sheet had a corresponding survey. The 15 surveys saw over 4,600 responses in total.

Phase 3 also included consultation on the set of proposed Active Transportation Candidate Projects and a proposed update to the Rural Active Transportation Network. Approximately 3,500 residents provided feedback on the candidate Active Transportation Projects; and residents added over 300 geo-tagged comments to the draft rural active transportation network map.

An online Open House was held on March 29, 2022, as part of Phase 3 engagement. Over 150 people attended, and City staff provided responses to the almost 70 questions submitted as part of the Open House event. Finally, Phase 3 included an opportunity to provide feedback on the draft Transit and Road Project Prioritization Frameworks for the Capital Infrastructure Plan. These two online surveys resulted in over 1,100 responses in total.

All three phases of engagement included meetings with stakeholders from business, industry and community organizations; meetings with agency partners; and meetings

with the City's Ambassadors Working Group (a group established by the OP team, whose membership includes various organizations representing traditionally under-represented equity and inclusion communities).

Through consultation on the TMP Part 1, the project team had over 50,000 contacts with residents through newsletters and visits to Engage Ottawa. In addition, there were over 15,000 direct engagements with residents from all transects of the City through surveys, workshops, in-person events, and emails. Key themes that emerged through the various consultation activities include the following:

- Safety and connectivity: Safety and connectivity for pedestrians and cyclists should be a top priority.
- Sustainable transportation: It is important to reduce automobile dependence and focus investments on sustainable transportation.
- Transit: The City should provide more frequent and reliable transit service, including off-peak and outside the downtown core.
- Complete streets: The City should accelerate the transition to “complete streets” that are safe and attractive to all users.
- Climate change: The City should take action to address climate change and reduce greenhouse gas emissions from transportation.
- Traffic congestion: The City should maintain residents' ability to access destinations by car.

“As We Heard It” reports for Part 1 of the TMP – Phases 1 to 3 of consultation – are available to view on [Engage Ottawa](#).

## **6. Next Steps**

The next step in the TMP update process is the development of the Capital Infrastructure Plan (Part 2 of the TMP). For this work, the results of the 2022 Origin -Destination Survey will be used along with other inputs to assess future travel needs; identify and screen transit and road projects; update the City's transportation networks; prioritize projects; and develop network investment scenarios considering affordability as well as the City's mode shift objectives and climate change targets. Once the TMP Capital Infrastructure Plan is completed in 2025, the City will update the DC Background Study and Bylaw, if needed.

The TMP Part 2 will include two more phases of public engagement. For the Phase 4 engagement, the City will share information on existing travel patterns as well as transportation network needs and opportunities. The City will seek input on important topics such as the principles for allocating funding between different types of transportation investments. For the Phase 5 engagement, the City will seek input on the

draft Capital Infrastructure Plan, including the prioritized list of projects and investment alternatives. Throughout the TMP Part 2, there will be transparency about the approach, methodology and trade-offs, to ensure that the TMP Capital Infrastructure Plan reflects the values of Ottawa’s residents and supports Council-approved objectives.

On December 11, 2019, City Council approved Motion No. 25/20 to establish the “Council Sponsors Group – Transportation Master Plan Update”. The Sponsors Group provided input into the development of Part 1 of the TMP. Staff note that on December 7, 2022, City Council directed the City Clerk to bring forward a report and recommendations to the Finance and Corporate Services Committee and Council regarding matters relating to advisory bodies, including Council Sponsors Groups. Staff anticipate that the review will be completed by Q2 2023 and will include consideration for the establishment of a new Council Sponsors Group for the purposes of informing the TMP Capital Infrastructure Plan and other aspects of the Part 2 Workplan.

### **FINANCIAL IMPLICATIONS**

There are no financial implications with approving this report. Actions with financial implications will be considered for funding in future budgets, business cases, or as part of the TMP Capital Infrastructure Plan and/or Transportation Asset Management Plan and incorporated into Long-Range Financial Plans.

### **LEGAL IMPLICATIONS**

There are no legal impediments to implementing the recommendations as outlined in this report.

### **CONSULTATION**

Building on the success of the new Official Plan, the TMP team committed to ensuring that a broad range of residents and stakeholders could engage in Part 1 consultations. The input received through this process has played a critical role in informing and refining the TMP policies and active transportation projects described in this report. Over the past two and a half years of engagement, the TMP team has used innovative tools such as interactive online mapping exercises to connect with residents, and has created multiple surveys and one-pagers to seek feedback on proposed projects and policies. TMP engagement also included meeting with the Ambassadors Working Group to assist with reaching equity-deserving groups.

As described in the “As We Heard It” reports on [Engage Ottawa](#), the project team had over 50,000 contacts with residents through the development of Part 1 of the TMP. This included over 15,000 direct engagements with residents from across the City through

surveys, workshops, in-person events, and emails. The *Discussion* section of this report provides additional information on the public consultation activities and findings.

The TMP Part 1 was presented to the Accessibility Advisory Committee on March 21, 2023. Members had questions about various topics including terminology, public outreach, and next steps; these were answered by the TMP team. The Accessibility Advisory Committee received the presentation and asked that the new AAC continue to receive regular engagement on the TMP update project, as it greatly affects the mobility of people with disabilities.

## **ACCESSIBILITY IMPACTS**

The TMP policy document establishes a strong policy foundation for advancing transportation system accessibility. It includes a clear policy commitment to equity and inclusion, focusing on reducing transportation-related barriers to social and economic participation. It also strengthens the City's standards for active transportation infrastructure preferred by people with disabilities; for example, there is a policy that calls for separate cycling and pedestrian facilities, rather than shared multi-use pathways, in many contexts within the urban area. In addition, there is an action that calls for public and stakeholder engagement on where accessibility upgrades should be prioritized, to help the City focus its accessibility investments for maximum benefit.

The Active Transportation Projects identified in Document 3 are also expected to yield significant accessibility benefits. Projects address critical gaps in the sidewalk and cycling networks, improving access to transit and community destinations, for pedestrians and cyclists who have physical disabilities. New pedestrian and cycling facilities will be designed to current accessibility standards; these projects often involve the reconstruction of signalized intersections to improve accessibility. Projects that add dedicated cycling facilities may also have a secondary benefit for pedestrians by reducing the incidence of sidewalk cycling and scooter-riding.

All new transportation infrastructure will continue to meet current City of Ottawa Accessibility Design Standards and requirements of the Accessibility for Ontarians with Disabilities Act (2005) and the Design of Public Spaces Standard under the Integrated Accessibility Standards Regulation. The City continues to upgrade infrastructure at the time of reconstruction to improve accessibility. Transit service provision will also continue to meet accessibility requirements.

## **ASSET MANAGEMENT IMPLICATIONS**

The Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide

safe and reliable levels of service to community users. This is achieved by considering the implications of proposed policies and actions on the lifecycle costs, supported levels of service and risks to the City's infrastructure assets.

The TMP policies, actions, and projects will increase the size of the City's transportation asset portfolio, to accommodate growth and intensification, and to increase the proportion of trips made by sustainable modes of transportation. Without corresponding funding adjustments to account for changes in lifecycle costs, this will put pressure on the City's current infrastructure operating and capital budgets, including costs for construction/acquisition, operations, maintenance, and renewal. This is described in more detail in Document 6.

## **CLIMATE IMPLICATIONS**

Ottawa's Climate Change Master Plan established greenhouse gas (GHG) reduction targets of 100 per cent by 2050 for the city as a whole and 100 per cent by 2040 for the municipal corporation. The transportation sector contributes 44 per cent of Ottawa's overall GHG emissions, so achieving these targets will require significant shifts in vehicle technology and travel behaviour as outlined in the City's *Energy Evolution Strategy*. The City is also developing a Climate Resiliency Strategy to help Ottawa adapt to a changing climate as average temperatures rise, extreme heat and freeze-thaw events become more common, and extreme weather events such as floods occur more frequently. The TMP is one of many important avenues to advance the City's climate objectives through a shift towards sustainable transportation modes, a transition to cleaner vehicle technologies, and an increased focus on transportation system resilience. Applying a climate lens to the TMP was one of the priority actions under the Climate Change Master Plan.

**Shift toward sustainable transportation modes:** The shift to walking, cycling and transit use is critical to reducing GHG emissions and is already at the heart of the City's transportation planning. Policies throughout the TMP aim to prioritize and encourage sustainable transportation. In addition, the TMP Capital Infrastructure Plan will model the transportation system investments required to achieve the City's GHG emissions reduction targets. These investments are expected to include significant new transit and active transportation infrastructure. Assumptions about the transition to electric vehicles and interdependencies between infrastructure and supporting measures from *Energy Evolution* will also feed into the analysis. Meeting climate change objectives is expected to require substantial funding beyond current levels.

**Continue the transition to cleaner vehicle technologies:** Transitioning the City's transit and corporate fleet of vehicles from fossil fuels to greener alternatives is already

underway. Timelines for fully converting the bus fleet are identified in the June 2021 report to Transit Commission and Council on Zero-Emission Buses for OC Transpo. The Municipal Green Fleet Plan will be updated in the coming years, and the City is also developing a strategy to support residents' uptake of electric vehicles. These vehicle transition initiatives are separate from the TMP but will be considered in the development of the Capital Infrastructure Plan. The TMP policies address on-street electric vehicle charging stations, as well as measures to support electric bikes, electric cargo bikes, electric scooters and low-speed electric vehicles.

Advance a climate-resilient transportation system: Ottawa's transportation system needs to be safe and comfortable for users. The growing number of extreme heat days negatively affects pedestrians, cyclists and transit riders, and the impacts are exacerbated by existing urban heat islands. An increase in extreme weather events and floods pose risks as well. The TMP includes policies to update planning and design standards from a climate change adaptation perspective. This will require more focus on trees, shade, vegetation, and stormwater management as part of complete streets design. In addition, the TMP identifies the need for further work to ensure that the City's operations and maintenance programs are resilient to Ottawa's changing climate.

## **ECONOMIC IMPLICATIONS**

The OP aims to make Ottawa the most liveable mid-sized city in North America and addresses economic development at every scale, from mega-region to local neighbourhood. Building on this approach, the policies throughout the TMP support economic development by promoting a healthy, efficient and dependable transportation system that contributes to quality of life and supports the attraction and retention of a skilled workforce. The TMP also includes specific policies that address the movement of people and goods within the city, between Ottawa and Gatineau, and between regions. The TMP policies emphasize the creation of vibrant, walkable streets where businesses can thrive. Policies also aim to support innovation, including initiatives that promote Ottawa as a leader in automated vehicle technology. Finally, the TMP emphasizes that strengthening our role as a major metropolitan centre will require ongoing cooperation with partner agencies on key files such as transit and goods movement.

## **ENVIRONMENTAL IMPLICATIONS**

The TMP includes updated policies to reduce the environmental impacts of transportation infrastructure and protect the City's natural systems. Policies also address trees and vegetation, stormwater management, and applying a public health lens to transportation planning. Impacts to natural systems and "healthy streets" are

also included in the Transit and Road Project Prioritization Frameworks for the TMP Capital Infrastructure Plan.

## **INDIGENOUS GENDER AND EQUITY IMPLICATIONS**

The TMP Part 1 includes a strong focus on equity and builds on the OP's policies that aim to create a more equitable city. Theme 2 of the TMP policy document is focused on creating a healthier and more equitable transportation system. It defines an equitable transportation system as "one that enables everyone to access the destinations they need to reach and that helps to address systemic barriers to social and economic participation". Accordingly, the policies in the TMP aim to improve access for people who experience transportation-related barriers. Following from the City's Equity and Inclusion Lens, this includes considering the mobility needs and constraints of women, children, older adults, people with disabilities, people living in poverty, Indigenous peoples, members of racialized communities, and other equity-deserving groups.

The policies within Theme 2 of the TMP address a variety of topics, including but not limited to equitable engagement; equity-focused data and metrics; street design; and transit service planning and fare policies. Following from the OP, the TMP policies also call for accelerating investments in TMP equity priority neighbourhoods (i.e. neighbourhoods with high concentrations of socially and economically vulnerable residents, identified based on the Neighbourhood Equity Index). Furthermore, the TMP Active Transportation Projects and Transit and Road Project Prioritization Frameworks consider the TMP equity priority neighbourhoods in project identification and/or prioritization, as described in the Discussion section.

## **RISK MANAGEMENT IMPLICATIONS**

There are no risk implications.

## **RURAL IMPLICATIONS**

The TMP recognizes the valuable and unique character of the city's rural areas through several policies. Similar to the OP, the TMP applies a transect-based approach to planning. It includes policies and projects to improve walking and cycling infrastructure in Villages. It also addresses the transportation context in the rural area outside of Villages and recommends consideration of innovative and affordable transportation solutions for the rural area, in support of rural economic development. Recognizing that healthy ecosystems are at the foundation of our rural communities, the TMP includes policies to minimize the negative impacts of transportation infrastructure on the natural environment.

The Active Transportation Projects include projects to add walking and cycling facilities



within Villages and encourage community trips by active transportation. The updated Rural Active Transportation Network identifies roads that are to receive paved shoulders at the time of resurfacing, where technically feasible; the Rural Active Transportation Network will lead to a significant investment in rural cycling routes that can be enjoyed by urban and rural residents and visitors alike. Off-road pathways for active transportation will be pursued along available corridors as opportunities arise.

Rural residents and other rural stakeholders were engaged through the three phases of consultation activities that informed the TMP Part 1.

## **SUPPORTING DOCUMENTATION**

- |             |                                                                                                                                                 |
|-------------|-------------------------------------------------------------------------------------------------------------------------------------------------|
| Document 1  | Transportation Master Plan Policies                                                                                                             |
| Document 2  | Transportation Master Plan Policies - Highlights                                                                                                |
| Document 3  | Active Transportation Projects                                                                                                                  |
| Document 4  | Transit and Road Project Prioritization Frameworks for the Capital Infrastructure Plan                                                          |
| Document 5  | Active Transportation Network Maps: Cross-Town Bikeway Network, Rural Active Transportation Network, Active Transportation Major Structures Map |
| Document 6  | Asset Management Implications of the Transportation Master Plan Part 1                                                                          |
| Document 7  | Changes to the TMP Policies and Projects (March 2023)                                                                                           |
| Document 8  | Consultation Summary Report: Transit and Road Project Prioritization Frameworks (March 2023)                                                    |
| Document 9  | As We Heard It Report: TMP Policies (July 2022)                                                                                                 |
| Document 10 | As We Heard It Report: Active Transportation Supplement (July 2022)                                                                             |

## **DISPOSITION**

Upon Council approval of this report, the Planning, Real Estate and Economic Development Department will finalize the TMP Part 1 documents to include any changes made by Transportation Committee and Council. Staff will undertake the next steps as outlined in the report and will also implement any direction received as part of the consideration of this report.