

## Changes to the Policies and Active Transportation Projects

In December of 2021, the City released draft versions of the Transportation Master Plan (TMP) Policies and Active Transportation Projects. The City has now released updated versions of these materials. This report summarizes the changes to the TMP Policies and TMP Active Transportation Projects following the Phase 3 engagement.



## Introduction

The TMP Policies are intended to provide direction to guide day-to-day transportation planning and operations, as well as to inform future capital and operating budgets; there are close to 70 policies that are organized into 11 themes. The TMP Active Transportation Projects address critical missing links in the City's active transportation networks. They may add or upgrade facilities such as sidewalks, multi-use pathways, bike lanes, cycle tracks, street crossings, or bridges and major structures; they are in addition to facilities that will be delivered through road resurfacing, road construction, rapid transit projects, and other planned works.

Through the Phase 3 engagement from December 2021 to April 2022, the City received significant feedback from residents and stakeholders on the draft TMP Policies and Active Transportation Projects. The City received 4,609 responses to 15 topic-specific surveys on the Policies, approximately 3,500 responses to the online engagement tool on the Active Transportation Projects, over 200 resident emails, 166 participants at a citywide Open House event, and 206 participants in stakeholder workshops.

The July 2022 [As We Heard It Report – TMP Policies](#) and [Active Transportation Supplement](#) documented key engagement themes and feedback on the draft TMP Policies and Active Transportation Projects. Following the Phase 3 engagement, City staff reviewed the input received, conducted additional analysis and internal consultation, and made revisions to the policies and projects.

The City has now released updated versions of the TMP Policies and Active Transportation Projects. These are expected to go to Council for approval in Q2 2023. This report summarizes the changes to the TMP Policies (Section 1) and TMP Active Transportation Project Lists (Section 2) following the Phase 3 engagement .



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# TMP Part 1 - Changes

## Section 1 - Changes to the Draft TMP Policies

This report builds on the [As We Heard It Report – TMP Policies](#) and identifies the major changes to the TMP policies following consultation. It is organized based on the 11 policy themes from the policy document. The table below summarizes the most important changes to each theme. The sections that follow provide further detail on the significant changes to each theme.

Appendix A lists key comments from external agency stakeholders that the City received as part of the Phase 3 consultation; these were not included in the July 2022 As We Heard It Report.

<b>Theme 1: Build a Sustainable and Resilient Transportation System</b>	<p>The updated policies include revisions such as: splitting the discussion of flood risk and extreme heat risk into separate policies; strengthening language on protecting the Greenbelt and natural heritage systems; and clarifying what it means to apply a climate change lens to infrastructure planning and construction. Within the guiding principles, protecting the environment was separated from enhancing the economy.</p>
<b>Theme 2: Create a Healthier and More Equitable Transportation System</b>	<p>New Policy 2-2 was added: "Promote Healthy Communities Through Transportation Planning". This policy describes specific transportation planning processes and tools where health can be considered and where the Healthy Streets approach can be incorporated. The updated policies also expand on the connections between equity and sustainable transportation, including the importance of winter maintenance and transit frequency.</p>
<b>Theme 3: Advance Regional Competitiveness</b>	<p>New Policy 3-2 was added: "Support a Regional Approach to Goods Movement and Delivery". This policy discusses trends in goods movement, e-commerce, logistics and warehousing, and "anytime-anywhere" deliveries. The updated policies also include a revised description of the challenge and potential solutions for interprovincial goods movement.</p>
<b>Theme 4: Respond to Change</b>	<p>The updated policies expand on the potential impacts of new mobility technologies including autonomous vehicles, drones and sidewalk delivery robots. They also include new actions on reporting to Council on the state of the transportation system and developing a Transportation Data Strategy.</p>



# TMP Part 1 - Changes

<p><b>Theme 5: Use Transportation to Support the City We Want to Build</b></p>	<p>This is now a cross-cutting theme. The updated policies include revisions such as: discussion of “induced demand”; further emphasis on coordinating land use and transportation planning; additional description of each transect and the mobility challenges in rural areas; and a new action on developing different network investment scenarios within the TMP Capital Infrastructure Plan.</p>
<p><b>Theme 6: Maximize Walkability</b></p>	<p>The updated policies include revisions such as: clarifying that “pedestrian” encompasses people traveling with mobility aids, caregivers, and children traveling in strollers; and adding the approach to expanding the pedestrian network in new versus existing communities. There is also a new action on seeking increased funding to address accessibility barriers, more detailed policies on multi-use pathway lighting, and a new summary of all of the TMP policies that support walking (and cycling) to school.</p>
<p><b>Theme 7: Develop a Great Cycling City</b></p>	<p>The updated policies have been re-organized and policy guidance has been provided on topics such as: adding dedicated cycling facilities to local streets; strengthening the e-bike regulatory context to establish a separate “pedelec” category; and increased emphasis on cycling education and promotion programs. No changes were made to the winter cycling network expansion target; this target reflects the expected kilometres of cycling facilities that would meet the criteria for winter maintenance.</p>
<p><b>Theme 8: Expand and Improve Transit City-Wide</b></p>	<p>New policies have been added: 8-2 “Prioritize Transit Improvements that Meet Riders’ Needs” and 8-3 “Focus on Reliability”. They address transit frequency, reliability, service coverage, fares, and future public engagement regarding priorities for improving transit. A new action was also added on seeking transit operating funding from other levels of government.</p>
<p><b>Theme 9: Provide Safe, Multimodal Streets</b></p>	<p>This theme now includes policies on advancing “complete street” designs (previously part of Theme 7), since new design guidelines, standards and best practices will address all modes of travel. Actions were added on leveraging Intelligent Transportation Systems, identifying complete street modifications to existing roads in the TMP Capital Infrastructure Plan, and updating design guidance including for roundabouts.</p>



# TMP Part 1 - Changes

**Theme 10: Manage the Curb, Parking, and the Movement of Goods**

The updated policies include revisions such as: clarifying the purpose of the truck route network and definitions of a truck; noting resident concerns about truck traffic through rural villages; discussing the potential benefits of being able to create a two-tier truck network; and strengthening policy language on intersection redesign to accommodate trucks and active modes, including a transect-specific discussion of constraints and design approaches.

**Theme 11: Encourage Sustainable Travel Choices**

This theme has a new title for greater clarity about the policy focus. Other changes include more discussion of projects and programs to encourage active school trips; a new action on electric vehicle charging at City facilities; and a new action on exploring the future development of a “Mobility-as-a-Service” platform.



# TMP Part 1 - Changes

## Theme 1: Build a Sustainable and Resilient Transportation System

Major changes made to this theme include the following:

- Separated the guiding principle of protecting the environment from enhancing the economy.
- Added discussion of climate-resilient maintenance and operations.
- Added discussion of risks from erosion, landslide and other natural hazards.
- Enhanced and clarified discussion of riverine flood risk reduction and stormwater management.
- Added an action to support the use of Low-Impact Development (LID) stormwater management features in the right-of-way, where appropriate.
- Added policy language on maintaining existing trees in the right-of-way and other approaches to mitigate the effects of extreme heat
- Clarified approaches to assessing climate change implications of alternative project designs
- Clarified next steps for applying a climate change lens to construction, including consideration of embodied carbon
- Clarified next steps for setting electric vehicle charging infrastructure requirements in new developments
- Added an action on updating the Zoning By-law to set requirements for electric vehicle charging infrastructure in new developments; removed reference to 100% of new parking spaces being EV-ready.
- Clarified how the Capital Infrastructure Plan and cumulative effects study will seek to avoid or minimize impacts of transportation infrastructure on the Greenbelt and other important natural heritage systems.
- Added an action on evaluating low-volume or unopened road allowances within the Greenbelt, Natural Areas and Linkage Areas for permanent closure.



# TMP Part 1 - Changes

## Theme 1: Build a Sustainable and Resilient Transportation System

- Revised the action on design standards for projects within or immediately adjacent to the Greenbelt to include respecting the environmental, scenic, agricultural and/or heritage qualities of these areas
- Updated federal requirements for sales of zero-emission private vehicles and added reference to intergovernmental collaboration on climate-resilient infrastructure
- Added “supporting the transition to cleaner vehicle technologies” to the annex of guiding principles
- No major changes were made to the policies on vehicle electrification because these align with the Council-approved Climate Change Master Plan and Energy Evolution Strategy.





# TMP Part 1 - Changes

## Theme 2: Create a Healthier and More Equitable Transportation System

Major changes made to this theme include the following:

- Added health as a key focus area within Theme 2, including new Policy 2-2, “Promote Healthy Communities Through Transportation Planning”. This policy describes specific transportation planning processes and tools where health can be considered and where the Healthy Streets approach can be incorporated.
- Added Ottawa-specific data on the importance of walking, cycling and transit to equity-deserving groups
- Added additional discussion of accessibility for people with disabilities, intersectionality, and transportation-related challenges for rural residents
- Added discussion of transit frequencies and clarified next steps for reviewing transit service planning policies and guidelines, including fare policies
- Added discussion of equity implications of maintenance activities such as snow clearing
- Added examples of transportation infrastructure challenges that may affect “TMP equity priority neighbourhoods”
- Refined policy language on affordable housing near major transit corridors
- No changes were made to commit to a particular approach to monitoring and tracking investments in TMP equity priority neighbourhoods; as the City works to implement this new policy across different program areas, it will consider how to monitor and track implementation.



# TMP Part 1 - Changes

## Theme 3: Advance Regional Competitiveness

Major changes made to this theme include the following:

- Revised the wording on interprovincial goods movement to describe the problem as the volume of non-local trucks driving between Highway 417 and the Macdonald-Cartier bridge.
- Revised language to convey that a wide variety of different types of solutions should be considered.
- Refined wording related to transportation projects involving Confederation Boulevard.
- Added a reference to the federal Alexandra Bridge replacement project
- Added a new policy (3-2), Support a Regional Approach to Goods Movement and Delivery. This policy discusses trends in goods movement, e-commerce, logistics and warehousing, and “anytime-anywhere” deliveries. It identifies key initiatives to support regional goods movement, and links to Theme 10 that expands on many of these initiatives.
- Added discussion of intercity bus providers including Ontario Northland in the document introduction. As per the existing policy wording, the City will support efforts led by others to establish an intercity bus terminal.
- Added discussion of the federal government’s High Frequency Rail project
- Added references to creating lively, people-friendly streets downtown and in areas with Official Plan designations: Design Priority Areas including Special Districts and Special Economic Districts
- Added discussion of burying overhead wiring to gain space and improve the public realm in Design Priority Areas, where financially viable
- Moved discussion and actions on woonerven and bicycle streets to Theme 9
- Refined policies on encouraging temporary street reallocations to address the role of community partners and equity priority neighbourhoods



# TMP Part 1 - Changes

## Theme 4: Respond to Change

Major changes made to this theme include the following:

- Added the objective of mitigating risks related to future uncertainty in the introduction to Theme 4
- Noted that it is unclear if/when fully automated vehicle technology will come to market
- Emphasized that despite changes in technologies, existing sustainable modes - walking, cycling and transit - are expected to remain central to creating a healthy, liveable, and sustainable city
- Added qualitative description of post-pandemic trends in transit ridership and vehicle counts as of 2022
- Merged previous policy on monitoring evolving transit patterns and adjusting transit service with policy 4-1, Monitor and Respond to Changing Travel Patterns (policy 8-5 from the December 2021 version)
- Added a note about assessing the sensitivity of the network recommendations to potential variations in travel demand in the TMP Part 2; for example, considering how performance metrics would change if work-from-home levels are higher or lower than projected.
- Added information on existing data collection activities, for example outfitting City fleet vehicles with telematics
- Added discussion of data as a public good
- Added an action on establishing a Transportation Data Working Group and developing a Transportation Data Strategy
- Added an action on reporting to Council on the state of the transportation system in Ottawa, as part of planned reporting on the Official Plan



# TMP Part 1 - Changes

## Theme 4: Respond to Change

- Added that Transportation System Management should include a focus on reducing delay for sustainable modes
- Strengthened language on the importance of bikeshare and other micro-mobility services as a link to the City's rapid transit system and added an action on exploring opportunities to provide shared micro-mobility services
- Added discussion of new service models such as free-floating car share
- Added discussion of drones and sidewalk robots for commercial deliveries
- Added reference to the AV readiness working group's collaboration with federal, provincial, regional, and local partners
- Enhanced discussion on risks, benefits and objectives related to automated vehicle (AV) technologies, including support for the Kanata North Business Association in its efforts to implement an AV transit network



# TMP Part 1 - Changes

## Theme 5: Use Transportation to Support the City We Want to Build

Major changes made to this theme include the following:

- Reclassified Theme 5 as a cross-cutting policy theme.
- Revised discussion of network principles, including clarifying the discussion of ideal trip distances, removing “level of sociability”, noting the potential differences for e-bikes, and explaining how the network principles can be applied to encourage trips by sustainable modes.
- Clarified discussion of active transportation network density and crossing opportunities
- Added references to the potential use of “filtered permeability” and other approaches to create shorter and more direct routes for active modes
- Revised discussion of transit network planning objectives to emphasize “door-to-door” trip times relative to driving
- Added discussion of “induced demand” or “latent demand” that may result from some projects that add road capacity to address peak period congestion
- Added discussion on the evolution of existing neighbourhoods to create 15-minute neighbourhoods, support intensification and enable car-free or car-light lifestyles
- Added policies on coordinating land use and transportation planning for new communities, including for the creation of 15-minute neighbourhoods
- Added policies on seniors’ centres, to ensure these facilities are accessible to older adults who rely on walking and public transit for transportation



# TMP Part 1 - Changes

## Theme 5: Use Transportation to Support the City We Want to Build

- Refined actions addressing Park-and-Rides and requirements for large surface parking lots
- Removed action on school site design, because adequate policy and design guidance has already been provided through the Official Plan and Building Better and Smarter Suburbs project
- Expanded discussion of transect-specific approaches to transportation planning
- Added discussion of addressing mobility challenges in Ottawa's rural areas, including seeking innovative and affordable transportation solutions for the rural area inside and outside of Villages
- Refined recommendations for establishing and monitoring the achievement of mode share targets for new developments
- Removed the action on continuing to identify ultimate right-of-way requirements as part of Environmental Assessment studies for significant transportation projects; this is already in place
- Added an action and discussion of the approach to developing and evaluating network investment scenarios within the TMP Capital Infrastructure Plan, including different levels of funding for different project types
- Enhanced discussion of lifecycle costing and alignment of the TMP Capital Infrastructure Plan with the Transportation Asset Management Plan.



# TMP Part 1 - Changes

## Theme 6: Maximize Walkability

Major changes made to this theme include the following:

- Clarified that the term “walking” and “pedestrian” encompass people traveling with the use of mobility aids and also include caregivers, babies and children who are traveling with the use of strollers, baby carriers, or other child carrying devices
- Added more detail on the health benefits of walking
- Noted that work on consistent standards for universal accessibility design will include the federal government and regional partners
- Clarified that some of the City’s investments to implement transportation accessibility improvements are required under AODA legislation, while other programs have discretion over location and/or project scope
- Added an action on reviewing opportunities to increase funding for localized upgrades to pedestrian facilities that address the most significant accessibility barriers
- Added information from the 2013 Ottawa Pedestrian Plan on the approach to expanding the pedestrian network in existing communities through reconstruction and retrofit, and by ensuring that new communities have adequate pedestrian facilities from day one
- Clarified that developers will be expected to add sidewalks on existing local streets to support intensification
- Added information on the City’s Pedestrian Easement Policy in the downtown core that requires that new developments along certain streets provide additional space for pedestrians along the property’s frontage
- Within the policies for sidewalks and multi-use pathways, clarified requirements in the Greenbelt; challenges of bidirectional multi-use pathways; and the approach to adding sidewalks on existing local streets with ditch drainage
- Removed discussion of project identification and prioritization methodologies for TMP projects (including pedestrian projects) from the policy document, because these are addressed by other documents.



# TMP Part 1 - Changes

## Theme 6: Maximize Walkability

- Refined discussion of pedestrian crossings and added emphasis on crossings related to the pathway network (including Capital Pathways) to provide continuity for users
- Enhanced discussion of reducing pedestrian delays and prioritizing pedestrians at signalized intersections, including implementation of “No Right Turn on Red”
- Added a call-out box summarizing TMP policies that support walking (and cycling) to school
- Added guidance on the block lengths where shortcuts should be considered (where feasible)
- Clarified that budget pressures would be expected to result from enhanced winter maintenance of pedestrian shortcuts
- Moved discussion of property acquisition for pedestrian shortcuts to Theme 8 (Action 8-5A)
- Clarified that multi-use pathways that are used for winter recreation (e.g. cross-country skiing, snowshoeing, fatbiking) will not be winter maintained.
- Removed the action on reviewing winter clearing of select, high priority paved shoulders in the urban area and villages. This may be feasible and warranted in a few locations but would be considered on a case-by-case basis, since there are location-specific challenges related to safety, snow clearing, snow storage and network connectivity.
- Consolidated the action on adding pedestrian improvements to renewal projects with similar action in Theme 9 (Action 9-1C)
- Removed the action on reviewing best practices in street design for pedestrian security; crime prevention through environmental design (CPTED) principles are already considered and applied through the City’s street design processes
- Added policy guidance on where pathway lighting should be added to new multi-use pathways along active transportation routes
- Clarified the description of the pedestrian safety and promotion programs that the City delivers with partners





# TMP Part 1 - Changes

## Theme 7: Develop a Great Cycling City

Major changes made to this theme include the following:

- Updated statistics on cycling facilities added since 2013
- Added references to the NCC Capital Pathways Strategic Plan (introduction) and Province-wide Cycling Network (Policy 7-5)
- Added discussion of the contribution of cycling to health, equity and GHG emissions reduction
- Re-organized the order of policies, including creating a separate policy to discuss the rural cycling network (Policy 7-5) and moving content on new design standards to the complete streets policy (Policy 9-2)
- Identified principles that define an effective bike network: connectedness, directness, safety and comfort
- Added information from the 2013 Ottawa Cycling Plan on the approach to expanding the cycling network in existing communities through reconstruction and retrofit, and by ensuring that new communities have adequate cycling facilities from day one
- Added discussion of adding contraflow cycling facilities to one-way local streets
- Added discussion of where dedicated cycling facilities may be warranted on local streets; for example, to provide connectivity to schools and on local streets with high vehicle volumes
- Removed action on developing guidelines for building cycling facilities through redevelopment; this was replaced with a note on the desired approach that will be formalized through the Local Servicing Guidelines (part of the Development Charges background study)
- Removed discussion of project identification and prioritization methodologies for TMP projects (including cycling projects) from the policy document, because these are addressed by other documents.



# TMP Part 1 - Changes

## Theme 7: Develop a Great Cycling City

- Included policy language and an action on the e-bike regulatory context and the benefits of establishing a separate standard for a “pedelec” category
- Consolidated the action on adding cycling improvements to renewal projects with similar action in Theme 9 (Action 9-1C)
- Removed actions on creating design sheets for emerging design practices and working with national and provincial organizations to co-develop new design standards; the City is already actively pursuing the objectives of documenting and advancing design standards
- Added explanation of the contribution of winter cycling to year-round sustainable mode shares; many cyclists do not continue to cycle through the winter months, but they are more likely to switch to other sustainable modes (walking or transit)
- Clarified that budget pressures would be expected to result from expansion of the winter cycling network
- Noted the need for stroller and/or trailer parking in new developments for people traveling with young children
- Added discussion of how the City could help to address the bike parking needs of people in existing high-density housing (within Policy 10-5)
- Added an action on encouraging external organizations such as the Ontario Ministry of Transportation and Ministry of Education to provide cycling education and promotion programs.
- Removed the action on establishing criteria and procedures for future additions to the winter cycling network; the existing procedures plus the new TMP policies are expected to meet this need.
- No changes were made to the winter cycling network expansion targets. These targets were determined based on the estimated length of new cycling facilities that are expected to meet the criteria for inclusion in the winter network (i.e. routes that consist primarily of separated facilities and connect to the existing winter network, to a winter-maintained interprovincial link, or directly to a rapid transit station). If the City is able to deliver more separated cycling facilities than expected that meet these connectivity criteria, then the target could be increased in the future.



# TMP Part 1 - Changes

## Theme 8: Expand and Improve Transit City-Wide

Major changes made to this theme include the following:

- Added a note on the link between intensification, transit service improvements, and the evolution towards 15-minute neighbourhoods; as more households are added along major transit corridors, transit frequencies can increase, and it becomes more attractive to live car-free or car-light.
- Refined wording on the approach to identifying and prioritizing rapid transit and transit priority projects in the TMP Part 2; removed details on project prioritization criteria from the policy document because these are addressed by other documents.
- Refined Action 8-1C on formally evaluating recently implemented transit priority projects; the TMP team will be reviewing industry best practices and lessons learned on the transit priority projects from the 2013 TMP as part of developing the Capital Infrastructure Plan, to ensure that the new transit priority projects are as effective as possible.
- Added stronger emphasis on transit frequency and reliability: new policies 8-2 and 8-3 focus on frequency, reliability, service coverage, fares, and future public engagement regarding priorities for improving transit. New actions 8-2A, 8-2B and 8-2D identify next steps.
- Added a new action on seeking transit operating funding from other levels of government.
- Refined wording on active transportation connections to stations and scoping of active transportation infrastructure in transit capital projects.
- Refined wording on secure bike parking at rapid transit stations to emphasize that this has already been initiated through the BikeSecure program.



# TMP Part 1 - Changes

## Theme 8: Expand and Improve Transit City-Wide

- Added reference to links between off-peak service and equity in Theme 2; for example, women are more likely to travel off-peak than men, particularly when travelling by public transit.
- Removed Actions 8-3A on implementing digital payment alternatives and 8-3D on meeting accessibility requirements; these actions are ongoing and/or underway.
- Added discussion on the quality and availability of real-time transit information to ensure that users know when buses will arrive.
- Minor reorganizations to other content in this theme; the discussion of monitoring travel patterns and adjusting transit service accordingly (formerly Policy 8-5) was moved to Policy 4-1.



# TMP Part 1 - Changes

## Theme 9: Provide Safe, Multimodal Streets

Major changes made to this theme include the following:

- Increased emphasis on road safety in this theme
- Clarified and consolidated guidance on potential future funding to add scope to planned resurfacing or renewal projects (new Action 9-1C)
- Removed previous Action 9-1 on standards for temporary conditions; this type of guidance already exists or is in the process of being developed
- Reorganized policies on advancing “complete street” designs; this was moved from Theme 7 to Theme 9; new design guidelines, standards and best practices will address all modes of travel
- Added a specific reference to working on roundabout design and working with the MTO to allow cyclists to bike across roundabouts.
- Reorganized policies on street designs for low-volume, low-speed local streets; this was moved from Theme 5 to Theme 9
- Clarified that roads will be categorized as either “access” or “flow and capacity”, and added discussion of “multiway boulevard” road typologies
- Added an action on updating design guidance such as the Regional Road Corridor Design Guidelines (2000)
- Removed detailed discussion of project prioritization criteria for TMP projects (including road projects) from the policy document because these are addressed by other documents.
- Refined wording on identifying future road network needs, including discussion of isolated measures, human-scaled streets, and intersection modifications to address safety concerns



# TMP Part 1 - Changes

## Theme 9: Provide Safe, Multimodal Streets

- Added an action on identifying complete street modifications to existing roads in the TMP Capital Infrastructure Plan
- Added an action on leveraging Intelligent Transportation Systems
- Refined wording on maintaining human-scaled streets when pursuing intersection modifications and added policy language on Design Priority Areas. This policy acknowledges the negative impacts of intersection widenings on the public realm and pedestrian level of service.
- Added emphasis on optimizing traffic signal operations to reduce person-delay rather than vehicle-delay
- Added information on the City's Temporary Traffic Calming Measures Program and on the emphasis areas of the Strategic Road Safety Action Plan, including automated speed enforcement (i.e. speed cameras)
- Refined policy language on designing access streets to achieve operating speeds of less than 50 km/h; and designing flow and capacity streets for speeds of 60 km/h or less.
- Added discussion of the financial costs of building higher speed roads



# TMP Part 1 - Changes

## Theme 10: Manage the Curb, Parking, and the Movement of Goods

Major changes made to this theme include the following:

- Revised the introduction to further emphasize the importance of goods movement and the importance of accommodating goods movement needs.
- Re-ordered several policies within this theme
- Clarified the purpose of the truck route network, definition of a truck, and potential benefits of being able to create a two-tier truck network
- Added a note about resident concerns about truck traffic through rural villages
- Added reference to the Official Plan policies for siting industrial lands
- Added a reference to Ontario's Long Combination Vehicle program
- Strengthened policy language on intersection redesign to accommodate trucks and active modes, including a transect-specific discussion of constraints and design approaches
- Added an action on developing and documenting design standards for intersections that accommodate trucks and active users, building from the City of Toronto's Curb Radii Guidelines.
- Removed action on developing design guidelines to enable the use of "truck aprons" at intersections; this is part of the Protected Intersection Design Guide



# TMP Part 1 - Changes

## Theme 10: Manage the Curb, Parking, and the Movement of Goods

- Added references to accessibility and accessible parking in the discussion of curbside management
- Strengthened language on accommodating transit and paratransit operations
- Merged policy on curbside management with the policy on off-street loading space for new developments and refined the language on development review; revised the policy to weaken the policy language on requirements for off-street loading for new developments
- Added discussion of park-and-ride pricing
- Added policy language and an action on seeking the authority to implement a property tax or sales tax levy on private parking spaces, following from the Energy Evolution Strategy
- Added discussion of the City's role in supporting bike parking for private buildings, including existing incentive programs and their possible future application to secure bike parking





# TMP Part 1 - Changes

## Theme 11: Encourage Sustainable Travel Choices

Major changes made to this theme include the following:

- Changed the title of the theme for clarity, to use less technical language
- Added discussion on considering the potential role of disincentives to single-occupant and/or peak period vehicle trips
- Removed the action on piloting “School Streets”, while maintaining discussion of this in the policy language. The City will continue to explore this option in collaboration with community partners but implementation is expected to be limited and site-specific, therefore it is not well-suited as a TMP-level action.
- Enhanced discussion of existing programs and projects to encourage active school trips.
- Added an action on exploring installation of electric vehicle charging stations at City facilities; added discussion on implementing other TDM measures at City facilities.
- Added further explanation on Mobility-as-a-Service and added an action to explore the future development of a “Mobility-as-a-Service” platform.



# TMP Part 1 - Changes

## Section 2 - Changes to the Draft Active Transportation Project Lists

This report builds on the As We Heard It Report – Active Transportation Supplement and identifies the changes to the TMP Active Transportation Project Lists following consultation. It is organized based on the project categories that were presented to the public during the Phase 3 engagement:

- Pedestrian Projects were identified where the City is proposing a sidewalk or multi-use pathway; pedestrian crossings are subject to technical feasibility and warrant review.
- Cycling Projects were identified where the City is proposing a cycling facility or multi-use pathway; cycling projects include both “infrastructure projects” and “pavement markings and signage” projects.
- Feasibility Study Projects were identified where the City intends to explore possible solutions to important but challenging walking and cycling missing links. Implementation of these projects depends on feasibility and funding.

Changes to the proposed projects are the result of additional work undertaken by staff as well as in response to feedback received from the public. A summary of the changes is provided below:

- Pedestrian Projects: three projects were removed, four projects were added, two projects were changed to “feasibility studies” and five projects had their limits changed.
- Cycling Projects: two projects were removed, nine projects were added, three feasibility studies were changed to projects, one project was changed to a feasibility study, and 13 projects had their limits changed.
- Feasibility Study Projects: one project was removed, five projects were added, and six projects had their limits changed.

Tables 1 to 3 below documents these changes to the proposed Active Transportation Project Lists since the Phase 3 public engagement. The complete list of Active Transportation Projects can be found on Engage Ottawa.



# TMP Part 1 - Changes

Table 1 - Pedestrian Projects, changes since public consultation (proposed March 2023)

Project name	Description	Ward	Change	Detail
Montgomery St Sidewalk	Sidewalk along Montgomery St between Montreal Rd and Selkirk St.	12	Removed	In process - being constructed with adjacent development
Bunchberry Way Connection	Pathway between Bunchberry Way and Albion Rd S.	22	Removed	In process – advanced by City
Pontiac St Sidewalk	Sidewalk along Pontiac St from Patricia Ave to Northwestern Ave.	15	Removed	Priority downgraded
Buena Vista Rd Sidewalk	Feasibility study of a sidewalk along Buena Vista Rd from Springfield Rd to Lisgar Rd.	13	Changed to Feasibility Study	Priority downgraded – uncertainty of compatibility with heritage designations
Constance Bay Rd Sidewalk	Feasibility study of sidewalk along Constance Bay Rd between Allbirch Rd and Bayview Dr.	5	Changed to Feasibility Study	Priority downgraded – uncertainty of technical solution
Notting Hill Ave Sidewalk	Sidewalk along Notting Hill Ave from Bank St to Jasper Ave.	16	Added	Priority upgraded
Robertson Rd Sidewalk	Sidewalk along Robertson Rd from Fitzgerald Rd to Westcliffe Rd.	8	Added	Priority upgraded
Juanita Ave Sidewalk	Sidewalk along Juanita Ave from Carp Rd to Langstaff Dr.	5	Added	Priority upgraded
Barnwell Cres Pathway	Pathway from Barnwell Cres to Prescott-Russell Recreational Trail.	19	Added	Priority upgraded



# TMP Part 1 - Changes

Project name	Description	Ward	Change	Detail
Queensway Terrace North Sidewalks	<p>Sidewalk along Clarenda St from Alpine Ave to Pinewood Cres, including connection into Frank Ryan Park.</p> <p>Sidewalk along Pinewood Cres from Clarenda St pathway to Harwood Ave.</p> <p>Sidewalk along Harwood Ave from Pinewood Cres to Pinecrest Rd.</p> <p>Sidewalk and pathway along Stuart Kettles St and through Frank Ryan Park from Maplewood Ave to Alpine Ave.</p>	7	Changed limits	Altered to add connection into Frank Ryan Park
Manor Park Sidewalks	<p>Sidewalk along Thornwood Rd from Hemlock Rd to Eastbourne Ave.</p> <p>Sidewalk along Braemar St from Hemlock Rd to Eastbourne Ave.</p>	13	Changed limits	Altered to extend Braemar St sidewalk to Eastbourne Ave intersection
Long Island Rd Pedestrian Improvements	Sidewalk along south side of Long Island Rd from Bridge St to Riverside Cres, and feasibility review of a pedestrian crossing near Bracken Field.	21	Changed limits	Altered to extend Long Island Rd sidewalk to Riverside Cres
Southwood Dr Sidewalk	Sidewalk along Southwood Dr between Baseline Rd and Iris St.	8	Changed limits	Altered to remove Ryan Dr sidewalk – priority downgraded
Dakota Ave Sidewalk	Sidewalk along Dakota Ave from Halifax Dr to Foley Ave.	18	Changed limits	Altered to remove Valley Dr sidewalk – being constructed through road renewal



# TMP Part 1 - Changes

Table 2 - Cycling Projects, changes since public consultation (proposed March 2023)

Project name	Description	Ward	Change	Detail
Monahan Drain Pathway	Multi-use pathway along the Monahan Drain from Kristina Kiss Park to the Trans-Canada Trail, and a feasibility review of a crossing of Fernbank Rd near Brigitta Park.	23	Removed	Not City-owned right-of-way
Elmhurst St	Advisory bike lanes or other pavement markings and signage approach on Elmhurst from Alpine Ave to Connaught Ave.	7	Removed	Priority downgraded
Rural Paved Shoulder Gaps	Strategic addition of paved shoulders along certain short rural Rd segments to close gaps within the rural active transportation network.	Rural	Added	Priority upgraded
Bank St, Lansdowne North	Feasibility study of improved active transportation facilities along Bank St, between Lansdowne and Highway 417.	17	Added	Priority upgraded
Withrow Ave and Capilano Dr	Bike lanes where feasible between St. Helen's Pl. and Kerry Cres.	8/9	Added	Priority upgraded
Echowoods Park	Multi-use pathway connection from Echowoods Park to Feedmill Creek Recreational Trail .	6	Added	Priority upgraded
Garneau Park to Carrière St	Multi-use pathway connection from Garneau Park to Carrière St.	2	Added	Priority upgraded – City-acquired corridor
Prescott-Russell Recreational Trail	Prescott-Russell Recreational Trail, Connection to Cyrville Rd .	11	Added	Priority upgraded - Pending prioritization with implementation partner



# TMP Part 1 - Changes

Project name	Description	Ward	Change	Detail
Meadowbrook Rd	Bike lanes where feasible on Meadowbrook Rd from Cyrville Rd to Telesat Crt.	11	Added	Priority upgraded
Byward Market to Somerset St East	Improved cycling connection between Byward Market and Somerset St East including an improved crossing of King Edward Ave at York St <sup>i</sup> .	12	Added	Priority upgraded – Connection to King Edward St and York Avenue intersection project underway
Richmond Rd over Hwy 417	Cycling facilities along Richmond Rd between Holly Acres Rd and Bayshore Dr, including the MTO Richmond Rd structure over Highway 417.	7/8	Added	Correction to the consultation list
Woodroffe Ave Cycling	Cycling facilities on Woodroffe Ave from Iris St to Benjamin Ave, including the MTO Woodroffe Ave structure over Highway 417.	7/8	Changed to project	Priority upgraded – previously a feasibility study
Pinecrest Rd and Greenbank Rd	Cycling facilities along Pinecrest Rd and Greenbank Rd from the Hwy 417 westbound offramp to Iris St, including the MTO structure over Highway 417.	7/8	Changed to project	Priority upgraded – previously a feasibility study
Carling Ave, Beachburg Rail Underpass	Widening of the roadway beneath the Beachburg rail corridor to address safety concerns at this pinch point.	7	Changed to project	Priority upgraded – City-acquired corridor, previously a feasibility study
Fourth Line Rd	Bike lanes where feasible on Fourth Line Rd from Prince of Wales Dr to Church St.	21	Changed limits	Altered to reflect higher usage segment
Woodward Dr	Bike lanes where feasible on Woodward Dr.	8	Changed limits	Churchill Ave south of Carling Ave removed



# TMP Part 1 - Changes

Project name	Description	Ward	Change	Detail
Malvern Dr, Foxfield Dr, and Highbury Park Dr	Bike lanes where feasible on Malvern Dr and Foxfield Dr from Fable St to Holitman Dr. Bike lanes where feasible on Highbury Park Dr from Greenbank Rd to San Marino St.	24	Changed limits	Extended to include connectivity on east side of Greenbank Rd for access to transit
Beachburg Subdivision Rail Corridor Pathway	Conversion of rail corridor to multi-use pathway from Celtic Ridge Cres to the Capital Pathway east of March Valley Rd <sup>ii</sup> .	4	Changed limits	Extended to connect to nearby subdivision
Iris St and Navaho Dr	Bike lanes on Iris St from the O-Train station to Navaho Dr. Bike lanes on Navaho from the Iris St to Baseline Rd. Scope may include parking removal.	8	Changed limits	Extended to provide continuous facility
Lees Ave to Hawthorne Ave	Westbound bike lane on Hawthorne Ave and connection from Lees Ave.	17	Changed limits	Lees Ave segment removed; being addressed through 2022 resurfacing
Lola St	Bike lanes on Lola St from Coventry Rd to Presland Rd, and feasibility review of bike lanes to Donald St.	13	Changed limits	Extended to provide additional connectivity
Aviation Pathway Connections	Community connections to the Aviation Pathway at Thibault St and Gardenvale Rd. Also includes a feasibility review of a crossing of Aviation Parkway near La Cite Priv <sup>ii</sup> .	11	Changed limits	Blasdell Ave removed due to NCC 2022 construction
Maitland Ave Cycling	Cycling facilities on Maitland Ave from Hwy 417 westbound on-ramp to Riddell Ave South, including the MTO Maitland Ave structure over Highway 417 <sup>iii</sup> .	7/8	Changed to project	Priority upgraded, previously a feasibility study



# TMP Part 1 - Changes

Project name	Description	Ward	Change	Detail
Alta Vista North South Route	Multi-use pathway segments along the north-south Alta Vista Western Pathway corridor alignment.	18	Changed limits	Altered to shorten length through Orlando Park
Brian Coburn Blvd	Eastbound multiuse path from Mer Bleue Rd to Portobello Blvd. Westbound bike lane from Montmère Ave to Mer Bleue Rd where feasible.	19	Changed limits	Correction to the consultation list
Albion Rd North	Feasibility study of cycling improvements to the Albion Rd north corridor, including the Walkley Rd intersection.	16	Changed to Feasibility Study / Changed limits	Priority downgraded
Emerald Woods O-Train Pathway Connection	Multi-use pathway connection from Emerald Woods neighbourhood to the new O-Train Line 2 pathway <sup>ii</sup> .	10	Changed limits	Altered to focus on providing one connection
North River Rd	Bike lanes where feasible on North River Rd from Montréal Rd to Donald St.	12	Changed limits	Extended to try and provide additional connectivity

<sup>i</sup> Partner funding required (e.g. Cash-in-lieu, Community-benefit-charges, Section 37 funding, etc.)

<sup>ii</sup> External stakeholder agreement required

<sup>iii</sup> To be funded in part through Major Structures funding





# TMP Part 1 - Changes

Table 3 - Feasibility Projects, changes since public consultation (proposed March 2023)

Project name	Description	Ward	Change	Detail
Grant Carman Pedestrian Crossing	Feasibility study of a pedestrian crossing of Grant Carman Dr north of Family Brown Lane.	9	Removed	Constructed in 2021
Jockvale Rd Pedestrian Crossing	Feasibility study of pedestrian crossing of Jockvale Rd approximately 170m west of the VIA Rail crossing.	3	Added	Priority upgraded
Meadowbrook Rd Pedestrian Crossings	Feasibility study of pedestrian crossings of Meadowbrook Rd at strategic locations.	11	Added	Priority upgraded – modification of 2013 OPP project
Innes Rd over Highway 417	Feasibility study of improving pedestrian and cycling facilities to avoid the Innes Rd Highway 417 overpass, between Startop Rd and Cyrville Rd.	11	Added	Priority upgraded
Bank St, Lansdowne North	Feasibility study of improved active transportation facilities along Bank St, between Lansdowne and Highway 417.	17	Added	Priority upgraded
Laurel St Bridge	Feasibility study of the Laurel St crossing of the O-Train Corridor.	14/15	Added	Priority upgraded
Iris St West	Feasibility study of improving cycling facilities along Iris St between Iris Station and Greenbank Rd.	8	Changed limits	Altered to reflect changes to Pinecrest Rd / Greenbank Rd project
Experimental Farm Path Connections	Feasibility study of improved road crossings and connectivity to the Experimental Farm Pathway at Merivale Rd, Baseline Rd and Prince of Wales Dr.	16	Changed limits	Altered to reflect priority connections



# TMP Part 1 - Changes

Project name	Description	Ward	Change	Detail
Gladstone Ave and Percy St Cycling	Feasibility study of adding cycling facilities on Gladstone Ave from Percy St. to Corso Italia Station. Project would consider conversion of southbound bike lane on Percy St to northbound contraflow bike lane from Flora St to Gilmour St, and options west of Corso Italia Station.	14	Changed limits	Altered to add review of feasibility for Gladstone Ave, west of Corso Italia Station
Lincoln Fields Crossings, Carling Ave and Richmond Rd	Feasibility study of improving the cycling crossing of Carling Ave at Connaught Ave, and Richmond Rd 150m east of Croydon Ave, in conjunction with establishing a cycling route through Lincoln Fields Shopping Centre.	7	Changed limits	Altered to add crossing of Richmond Rd
Bank St Over Rail	Feasibility study of options to improve Bank St cycling facilities over the rail corridor, between Kitchener Ave and Johnston Rd.	16/10	Changed limits	Altered to reflect priority connection along Bank St; connection to Sawmill Creek Pathway removed
Maitland Ave Cycling Connections	Feasibility study of cycling facilities on Maitland Ave from Hwy 417 westbound on-ramp to Carling Ave, and from Hwy 417 eastbound on-ramp to the Experimental Farm Pathway.	7/8	Changed limits	Altered to reflect changes to the Maitland Ave project



# TMP Part 1 - Changes

## Appendix A: Agency Stakeholder Comments on the Draft TMP Policies

This appendix documents the major comments received from external agency stakeholders on the draft TMP Policies as part of the Phase 3 consultation. The external agency stakeholders include the Ontario Ministry of Transportation, the National Capital Commission, the Ville de Gatineau, the Société de transport de l'Outaouais, and regional conservation authorities.

### Theme 1: Build a Sustainable and Resilient Transportation System

- Flooding is only one of several potential natural hazards that may affect infrastructure. Discuss risks from erosion, landslides and other natural hazards that may affect transportation. There may also be a risk of retrogressive landslides where LEDA clay is present, and unstable slopes that aren't related to a watercourse/floodplain. All of these natural hazards may affect infrastructure and could be considered in the TMP.
- Add reference to collaboration with the conservation authorities on flood risk management
- Policy should be revised to prioritize, first, avoidance of impacts to the Greenbelt, principally key natural heritage features, key hydrologic features and other natural heritage areas as the preferred choice in the hierarchy of response to effects from transportation infrastructure upon the Greenbelt, followed thereafter by minimization, mitigation, and compensation.
- Policy and action should be revised to include objectives of not only reducing potential environmental impacts, but also establishing design standards that will respect the environmental, scenic, agricultural and heritage qualities and features of the Greenbelt. For example, "Ensure that the planning, design and construction of transportation infrastructure minimizes negative impacts on and disturbance of the existing landscape, including, but not limited to, impacts caused by light intrusion, noise and road salt." "
- The federal government has amended their timeline for 100% Zero Emission Vehicle passenger sales from 2040 to 2035. The City of Ottawa may wish to amend this section accordingly.
- The Guiding Principles should include an explicit reference to Ottawa's goal of Continuing the Transition to Clean Vehicles by accelerating the uptake of technologies like EVs.



# TMP Part 1 - Changes

## Theme 2: Create a Healthier and More Equitable Transportation System

- The definition of “equity-deserving groups” should be broadened so that “transportation mode” is included among the characteristics leading to marginalization. This would acknowledge the marginalization of people walking, cycling and using transit.

## Theme 3: Advance Regional Competitiveness

- Refine wording to note that partners are collaborating on a range of interrelated transportation projects involving Confederation Boulevard. These include the STO Tramway, the replacement of the Alexandra Bridge, the Rideau-Sussex Node study, and more.
- Request that the City also identify working towards the eventual removal of trucks from Wellington Street, as part of the rethinking of the regional and interprovincial truck route network.
- Give more prominence to intercity bus connections that service Ottawa, and emphasize how Ontario Northland, along with other bus providers, connect passengers and parcels from other regions to Ottawa every day.
- Ontario Northland currently sits on a Union Station Bus Terminal Committee, which includes all carriers that access Union Station. While it is a monthly operational meeting, Ottawa may wish to explore a similar model to facilitate collaboration with regional carriers signaling Ottawa’s importance as the Nation’s Capital and a prominent regional hub.

## Theme 4: Respond to Change

- External technical stakeholders should be engaged as part of the work of the AV readiness working group.
- Shared mobility is generally more efficient if it is coherent and collaborative between the cities of Ottawa and Gatineau.
- Add discussion of free-floating car share. The City of Gatineau sees this service positively, but requires the collaboration of two cities.
- The City may wish to consider policies to ensure that any growth of the e-scooter pilot program (i.e. the number of devices) is only done at a rate and in areas that are consistent with infrastructure improvements (i.e. protected cycle lanes, designated parking/furnishing zones). How does the City intend to approach the growth of personal-use e-scooters?



# TMP Part 1 - Changes

- Has the City of Ottawa conducted any work to explore the use of drone technology in its transportation system? If so, it may be of interest to reflect this in the Plan.
- The City should consider sidewalk robot (delivery and snow clearing) demand and safety, space for parking and charging of bicycles and scooters, and space requirements for curb pick-ups and drop-offs for both people and parcels.
- To collect movement data, Ottawa should consider alternative data collection opportunities (e.g., anonymized cell data, private sector data such as Google etc.), and MaaS program data (when established).

## Theme 5: Use Transportation to Support the City We Want to Build

- The policies should be revised to distinguish between the Greenbelt and Rural Transects, and to prioritize sustainable transportation in the Greenbelt Transect.
- Theme 5, Use Transportation to Support the City We Want to Build, identifies the broader objectives of the whole city, and may therefore be more appropriately classified as a cross-cutting policy theme.
- Emphasize continued coordination of land use planning and transit/transportation planning between Ottawa and Gatineau.

## Theme 6: Maximize Walkability

- The Accessibility for Ontarians with Disabilities Act and the City's Accessible Design Standards do not apply to federal lands, nor to the Ville de Gatineau. However, residents and visitors of Canada's Capital Region experience barriers to accessibility regardless of jurisdiction. Consistency across jurisdictional boundaries will support universal accessibility.
- The City should continue to refine best practices in pedestrian crossings, working with the NCC to ensure seamless transitions from Capital Pathways to municipal roadways, and prioritizing safe crossings for active transportation users.
- The policies should acknowledge that the City may also seek to create shortcuts through methods other than acquisition such as financing and partnerships.
- The City should engage and consult with the NCC in the development of the pathway lighting policy.



# TMP Part 1 - Changes

## Theme 7: Develop a Great Cycling City

- Reference the NCC's Capital Pathways Strategic Plan and the importance of close collaboration on decision making for pathway segments within each respective jurisdiction.
- While the municipal cycling network is distinct from the Capital Pathways, signage on City cycling routes should consider the signage guidance of the Capital Pathways Strategic Plan in order to provide a consistent and intuitive visual language for users of both networks.
- The Province-wide Cycling Network should be referenced in the City's TMP due to the overlapping commitments and interests in providing safe and consistent on and off-road cycling routes within and between communities.
- In completing the network, the City should consult Ontario Traffic Manual, Book 18: Cycling Facilities. The manual provides guidance on planning and designing bikeways to serve equity-deserving groups, including those with disabilities.
- Explore opportunities for end user facilities for cyclists such as lockers, showers and bike parking that is protected from weather elements.

## Theme 8: Expand and Improve Transit City-Wide

- Emphasize continued coordination of transit infrastructure and service planning between Ottawa and Gatineau.
- Consider adopting an international best practice (e.g., World Bank, UK) in holistic evaluation by estimating the benefits of transit to riders and the general population of Ottawa. The benefits may be measured in terms of travel time savings, safety benefits, reduction in vehicle emissions, and reduction in vehicle operating costs like repairs and maintenance, while weighed against the potential costs for constructing the new transit infrastructure.

## Theme 9: Provide Safe, Multimodal Streets

- We encourage the City to go further, to minimize transportation impact to the Greenbelt, and to ensure the City's investments in transportation are aligned with its modal share targets."
- Clarify that road projects in the Greenbelt that were proposed by the City's 2008 and 2013 TMPs but that have not been implemented will be re-evaluated in light of climate change, mode share targets, and growing recognition of the importance of protection of natural heritage areas.



# TMP Part 1 - Changes

- Clarify that Federally Owned Roads are under the jurisdiction of the National Capital Commission and are separate and distinct from the municipal road network.
- Add an action committing the City to reconsider road projects that were proposed and not yet built.

## Theme 10: Manage the Curb, Parking, and the Movement of Goods

- While seeking goods movement solutions, it is recommended that the TMP examine “accommodation” of goods movement needs, rather than the “reduction of impact”.
- The City should retain its policy that commits the City to work with the NCC and other partners (e.g. Ville de Gatineau and each province’s respective Ministry of Transportation) to remove Rideau Street and King Edward Avenue from the City’s identified truck route system once an acceptable and workable alternative is identified.
- Request: That the City also identify in the TMP that the City will work towards the eventual removal of trucks from Wellington Street, as part of the rethinking of the regional and interprovincial truck route network
- To facilitate safe and efficient light-bulky goods movement, please consider the Ontario Long Combination Vehicle (LCV) Program.
- The City should pursue a balanced approach with respect to parking needs and curbside use and management.
- Ottawa should consider sidewalk robot (delivery and snow clearing) demand and safety, space for parking and charging of bicycles and scooters, and space requirements for curb pick-ups and drop-offs for both people and parcels.
- The City should consult the Province’s Freight-Supportive Guidelines (2016), which has been well-regarded by municipalities in providing practical guidance on a variety of goods movement issues, including truck traffic and parking.

## Theme 11: Encourage Sustainable Travel Choices

- The City should consider promoting data sharing across both public and private transportation service providers. This would support Mobility-as-a-Service (MaaS), and help providers identify mobility gaps and develop service options.

