

City of Ottawa Transportation Master Plan Update

Phase 5 Engagement Summary Report

June 5, 2025

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1 Introduction

1.1 Project Overview

The Transportation Master Plan (TMP) is the City's blueprint for planning, building, and operating its walking, cycling, transit and road networks over the next several decades. The TMP includes a vision and guiding principles, and identifies the transportation facilities, services and policies to serve Ottawa from today to 2046.

1.2 Phase 5 Engagement Overview

The draft TMP Capital Infrastructure Plan identifies the recommended transit and road projects to accommodate growth to 2046. It also specifies a subset of projects that are affordable within the City's Long-Range Financial Plans and prioritizes them for implementation.

Public and stakeholder consultation on the draft Capital Infrastructure Plan was undertaken as part of the TMP Phase 5 of engagement. The information was shared in reports that are available on Engage Ottawa: Highlights Report, Travel Outlooks Report, Transit Network Development Report, and Road Network Development Report.

The project team was also seeking feedback on the prioritized list of Council-approved active transportation projects proposed for the first phase of implementation. Furthermore, updates were proposed to the Official Plan Schedule C-16 Rights-of-Way protection requirements and to select road classifications.

The following activities were conducted during the engagement period (April 1 to May 12, 2025):

- Surveys to gather feedback:
 - Interactive map-based survey of road and transit projects in the priority networks
 - Questionnaire on road, transit and active transportation projects and priorities
 - Questionnaires on road classification review and arterial right-of-way protection update.
- Eight public information sessions were held: four in-person (April 8, 10, 17, 29) and four virtual (April 24, May 1, 5, 6).
- Meetings with stakeholder groups (Industry Steering Committee, Ambassadors Working Group, Accessibility Advisory Committee, Agency stakeholder group (municipal, provincial and federal agencies, conservation authorities, utility companies))

and Business and Community stakeholder group (large employers and institutions, business groups, community associations, advocacy and equity-deserving groups).

1.2.1 Transportation Master Plan Phase 5 Questionnaire

The Phase 5 Questionnaire was used to receive residents' feedback on transit and road projects in the needs-based and priority networks, and the proposed prioritization of active transportation projects. The survey was available in five languages: English, French, Spanish, Arabic, and Simplified Chinese on the City's Engage Ottawa platform. The survey received 434 responses, of which a summary is provided in Section 2. A summary of demographic information of those who responded to the questionnaire are provided in Appendix A. Responses were optional.

1.2.2 Priority Road and Transit Network Map Surveys

The Priority Road and Transit Network Map-based Surveys were used to gather residents' comments on specific projects in the proposed priority networks. The survey was available on the City's Engage Ottawa platform in English and French. Residents could add "pins" to locations near projects where they had comments. The survey received 809 pins in total (355 pins for transit and 454 for roads), which are summarized in Section 2. The geographic trends from the survey are summarized in Appendix B.

2 Key Themes

The following three themes were common across all types of engagement:

- Expand and Improve Transit City-Wide
- Provide Targeted Investments in Roads and Complete Streets
- Prioritize Most Critical Projects

Key findings from each theme are described throughout this section.

2.1 Expand and Improve Transit City-Wide

Comments related to this theme would like to see higher priority for public transit city-wide, as well as more connections in the inner suburbs.

Overall, participants in the survey were supportive of the “transit-first” approach in focusing on O-Train extensions, new transitways and continuous bus lanes as a step towards building a more sustainable and equitable transportation system. Responses supporting transit outnumbered those in favour of road construction by a ratio of about 5:1.

About twenty respondents expressed concern with the “lack of ambition” in the priority transit network, noting that it will not achieve the City’s goal of having 50% of trips made by sustainable modes by 2046. There was recognition of affordability constraints which limit the scale of investment that is possible; some responses suggested focusing more on lower-cost transitway, bus lane and transit priority projects instead of rail. This was balanced by others who support additional rail-based projects to be added as priorities; pursuit of funding from federal and provincial governments to enable expansion of the priority network was suggested.

Support for transit projects was evident in all areas of the city, including extensions across the Greenbelt and connections between the suburban communities. Several comments expressed disappointment with the lack of transit projects in the inner areas, also noting slow travel times on corridors such as Bank Street, Rideau Street and Montreal Road.

Some responses emphasized the need to ensure transit operations are adequately resourced, mentioning recent issues with service frequency and reliability. Several responses noted trips from the suburban communities to the core exceed 90 minutes in some cases, and are looking for this to improve as the system expands.

Discussion on specific projects is included in Section 2.4.

Particular locations where residents were supportive of more transit investment included:

- **Orléans** (expanding transit connections between south Orléans and the downtown, as well as within Orléans)

- **Kanata North** (expanding transit connections in Kanata North)
- **South Barrhaven** (expanding transit connections in South Barrhaven)
- **Findlay Creek** (expanding transit connections in Findlay Creek)
- **Riverside South** (expanding transit connections in Riverside South)
- **Inner-Greenbelt and downtown** (expanding transit connections to and within)

Some examples of comments include:

- “I appreciate the City’s strong emphasis on a “transit-first” approach in identifying priority projects, particularly given the scale of population growth expected in Ottawa’s outer suburbs [...]. That said, the Priority Transit Network still leaves key gaps in fast-growing areas like Kanata North, South Barrhaven, Findlay Creek, and Riverside South.”
- “Very commuter focused still, even with the reduced need. Puzzled why new bus lanes through the Greenbelt are prioritized parallel to Line 2. The needs are in the urban area, not rural. Very little new priorities (even reduced since last TMP) for the inner Greenbelt.”
- “Transit priority is essential - a bus should never wait in private vehicle traffic - and is also far, far cheaper to build and maintain than costly LRT projects”
- “I am generally supportive of all the transit capital projects [...], however like many point out in the map survey I can't help but feel like the [Downtown] core is being short changed yet again. It's understandable that there are limitations to what can be implemented between now and 2046, and projects such as the Baseline BRT clearly need to be prioritized and advanced, however that should not preclude the City from proposing other bold and necessary ideas that will likely be needed beyond 2046 and that can at least be studied at a relatively low cost. I'm thinking specifically of the Bank Street corridor, where congestion will inevitably need to be addressed, especially given the intensification that's been happening and will continue to happen, and how important of a surface transportation corridor it already is [...].”
- “I feel as though not enough focus has been put on transit in the inner part of the city. Many people take public transit in the inner part of the city yet are stuck with slow and infrequent buses. There should be more priority bus lanes on major roads such as Montreal, Rideau and Bank.”
- “This plan appears to actually make things worse for inner urban neighbourhoods. It is already difficult to get from somewhere such as Overbrook or Vanier to other places in the core. This seems to make that even worse by eliminating more of the transit priority lanes, or at least downgrading them to be needs-based [...].”

2.2 Provide Targeted Investments in Roads and Complete Streets

The majority of comments relating to the road network showed a preference for greater transit and active transportation investments instead of new road infrastructure. Many of these comments noted a need to achieve the City's sustainable mode share target of 50% and to work towards its climate change goals as the main reason for limiting construction of new and widened roads. Several responses noted concern with the potential for induced demand – the creation of new auto-based travel – if road capacity is provided. Numerous responses supported incorporation of active transportation elements in all road construction, including building “complete streets” wherever possible. The proposals in the TMP for mainstreet improvement and road urbanization projects as a means to integrate multimodal travel on these roads, as well as provide safer streets for people waiting for and accessing public transit, were strongly supported.

Some examples of comments include:

- “[Road projects] will only induce more vehicle miles travelled within our city and will not resolve congestion issues. In addition, these projects will not be able to pay for themselves in economic benefit or tax base density. We cannot continue to grow in this way unless we want to burden future generations with horrendous repair/maintenance bills. The city should only focus on growth around transit service and active transportation corridors in order to accommodate these new residents. Cars and roadways have their place, but over-reliance on these transport modes will result in worsening traffic and quality of life.”
- “Given how climate change will impact Ottawa the priority must be on increasing access to reliable public transit. Road widening projects should be limited and the creation of bus lanes should be given priority.”
- “Ottawa will not hit a 50% modal shift if we build and widen new roads. The only roads that should be a priority are bus rapid transit corridors and roads scheduled for widening should only be widened to make the active transportation corridors wide enough for emergency response vehicles.”

A smaller group of comments showed a preference for more targeted road widenings, particularly in the suburbs to mitigate congestion issues as these areas are growing rapidly. The majority of corridors where congestion was noted were in Orléans, where a high share of online survey commenters reside and/or provided a comment on the roads map. Discussion on specific projects is provided in Section 2.4.

2.3 Prioritization of Active Transportation Projects

Many responses included support for expansion of the active transportation networks (in addition to support for including active transportation elements in road capacity,

mainstreet improvement and road urbanization projects). Numerous projects throughout all areas were suggested as priorities. Several comments noted that there are many network gaps resulting in safety concerns for parts of trips, particularly for cycling. Also suggested was a greater focus on improving cycling and pedestrian access to transit stations, with Tremblay and Moodie receiving several suggestions for consideration. A number of responses noted that the amount of funding allocated to active transportation was inadequate.

Comments included:

- “I have been writing about getting a sidewalk in Clarke Ave since I moved to this street 11 years ago - now I have children walking to school and with how fast ppl drive on this street, it’s not safe.”
- “There are too few bike lanes in the plan and they appear to be disconnected.”
- “Network seems very disconnected which won’t improve cycling as much as we could.”
- “The investment of \$48M in cycling is miniscule in comparison to the \$2.2B in roads.”
- “Way more of these should be being prioritized. These cost a FRACTION of what our road projects cost, yet provide so much more utility and use for the city, while making it a safer and better place to live.”

2.4 Project Priorities

The Priority Road and Transit Network Map Surveys as well as the Questionnaire, provided an opportunity for residents to comment on specific projects in the proposed networks. A number of projects received comments in support or opposition, signaling their priority for Ottawa residents. This section identifies projects which received the most comments:

2.4.1 Transit Network Projects

- **Baseline Transitway (Algonquin Station to Billings Bridge)** – Broad support was evident, with many suggestions that this is the top bus-based project. Several respondents suggested that the extension west of Greenbank to Bayshore should be a top priority along with the east section.
- **Carling Continuous Bus Lanes (Lincoln Fields to Sherwood)** – Numerous respondents supported transit lanes on Carling, with a number indicating preference for higher-capacity LRT technology as was included in the 2013 TMP.
- **Bank Street** – Many comments expressed concern with the removal of the 2013 plan’s proposal for transit priority on Bank Street between Wellington

and Hunt Club, with a few suggesting the intensive development in areas such as Lansdowne could warrant a subway.

- **Line 2 upgrades and extensions to Barrhaven Town Centre** – A number of respondents felt that the TMP should include double tracking throughout, while others supported a further south extension to Barrhaven Town Centre.
- **Conroy Road Continuous Bus Lane** – Several respondents felt the Conroy project should not be included in the Priority Network, favouring instead some form of higher-order transit on Bank Street or upgrades to Line 2.

Comments included:

- “Baseline BRT should be built as soon as possible!”
- “Continuous bus routes on Carling is great, but I would consider something more consistent as density increases. A tram or streetcar would be a great alternative.”
- “Why does the rural section of Conroy going to Leirtrim deserve full bus lanes but Bank Street doesn't?”
- “I am generally supportive of all the transit capital projects identified in both the Needs-Based and Priority Transit Networks (except the Conroy bus lanes).”

Several responses also indicated support for the following projects:

- **10-minute headways on Line 2** – general support, with recommend double tracking.
- **Kanata North Transitway (Eagleson to Terry Fox)** – overall support especially to service the employment district and growing residential community.
- **Cumberland Transitway 3 (Chapel Hill to Esprit)** – strong support for increased bus service in this area.
- **Merivale (Hunt Club to Baseline)** – overall support for widening lanes for transit.
- **Montreal (St. Laurent to Blair)** – general support for the bus lane with desire to extend west to Rideau Street.

2.4.2 Road Network Projects

- **Brian Coburn Boulevard Widening (Navan Road to Tenth Line Road, and Navan Road to Mer Bleue Road)** – The highest number of comments on any project supported the widening of Brian Coburn to address corridor congestion.
- **Greenbank Road Realignment** – The realignment of Greenbank at the Jock River crossing as well as its overall upgrading was supported by numerous respondents.
- **Terry Fox Widening** – Several comments suggested that the proposed widening of Terry Fox south to Castlefrank should be extended further south to Fernbank or Eagleson, in light of the development underway in the area. Some comments noted that widening would cause induced demand and increase congestion in the long-term.
- **Alta Vista Transportation Corridor** – Several responses supported the deletion of the northern extension of the corridor across the Rideau River, while some suggested the southern section between Walkley and Smyth should also be deleted due to the impact on greenspace, allotment gardens, and walking/cycling paths.
- **Airport Parkway widening (Brookfield Road to Hunt Club Road)** – A number of respondents expressed opposition to this project, due to competition with the Line 2 O-Train, potential to induce new demand, and impact on Bronson Avenue north of the Rideau Canal.

Comments included:

- “Congestion on Brian Coburn, especially between 10th and Navan is terrible and getting worse with each construction project. More home[s] are planned in the near future and traffic will become untenable. Already cars are using side roads in residential neighborhoods to avoid Brian Coburn. This needs to be addressed immediately.”
- “The Greenbank Road realignment in Barrhaven [is supported]. This transportation project had been put off for a long time and the residents of the Half Moon Bay are facing daily traffic gridlock.”
- “Terry fox widening to Abbot makes no sense it should go down to Fernbank. Look at all the new development on both the left hand and right hand sides of the road, a ton of congestion at lights and backlog.”
- “The recommended removal of the northern section of the AVTC is absolutely right. It would make no sense to build it because of its cost (incredibly expensive bridge over the river and over 417); its destruction of the green space on Lees; its competition to the adjacent RBT and LRT;

and, functionally, it would simply dump traffic onto Nicholas and a few other streets that have no capacity for additional traffic.”

- “The Airport parkway widening should not be taking priority as we just completed the multi-billion dollar extension to line 2, which can capture much of the traffic on the parkway. This seems like a shortsighted waste of money, to not even give the train a chance to get people off from driving on the parkway.”

The following projects also garnered several comments:

- **Robert Grant Extension (New two-lane road between Palladium Drive and Hazeldean)** – general support for more connections in the Kanata neighbourhood and to relieve traffic on Huntmar Road and Iber road.
- **Stittsville Main Street Extension (New two-lane north-south road between Maple Grove Road and Derreen Avenue)** – general support for connections within the Kanata neighbourhood for access to Highway 417 and neighbouring communities.
- **Barnsdale Road (Widen from two to four lanes between Hwy 416 and Greenbank Road Extension)** – general support for road improvements along Barnsdale Road and increased capacity to include cycling facilities
- **Prince of Wales Drive Widening (Deakin Street to Amberwood Crescent)** – some opposition to full two-lane widening with suggestions for only adding a two-way left turn lane in the centre, or improved dedicated transit infrastructure instead of car lanes.
- **Prince of Wales Drive Widening (Colonnade Road to Hunt Club Road)** – some opposition to widening for car capacity with a preference to invest in other modes such as cycling and transit.
- **Navan Road (Widen from two to four lanes between Renaud Road and Blackburn Hamlet Bypass)** – strong support for widening to mitigate congestion as this road is heavily used by federal workers and other commuters in South Orleans to access the downtown, as well as a connection to/from Brian Coburn. Additional support for urbanization of this street to add sidewalks, with some who do not believe congestion is an issue of concern for this corridor.

3 Next Steps

This is the final phase of the Transportation Master Plan (TMP) Update, which included draft recommendations for transit and road infrastructure projects and networks through the planning horizon of 2046. Feedback from this Phase 5 of engagement will contribute towards refining the recommended projects, networks and priorities, and the preparation of the final TMP Capital Infrastructure Plan.

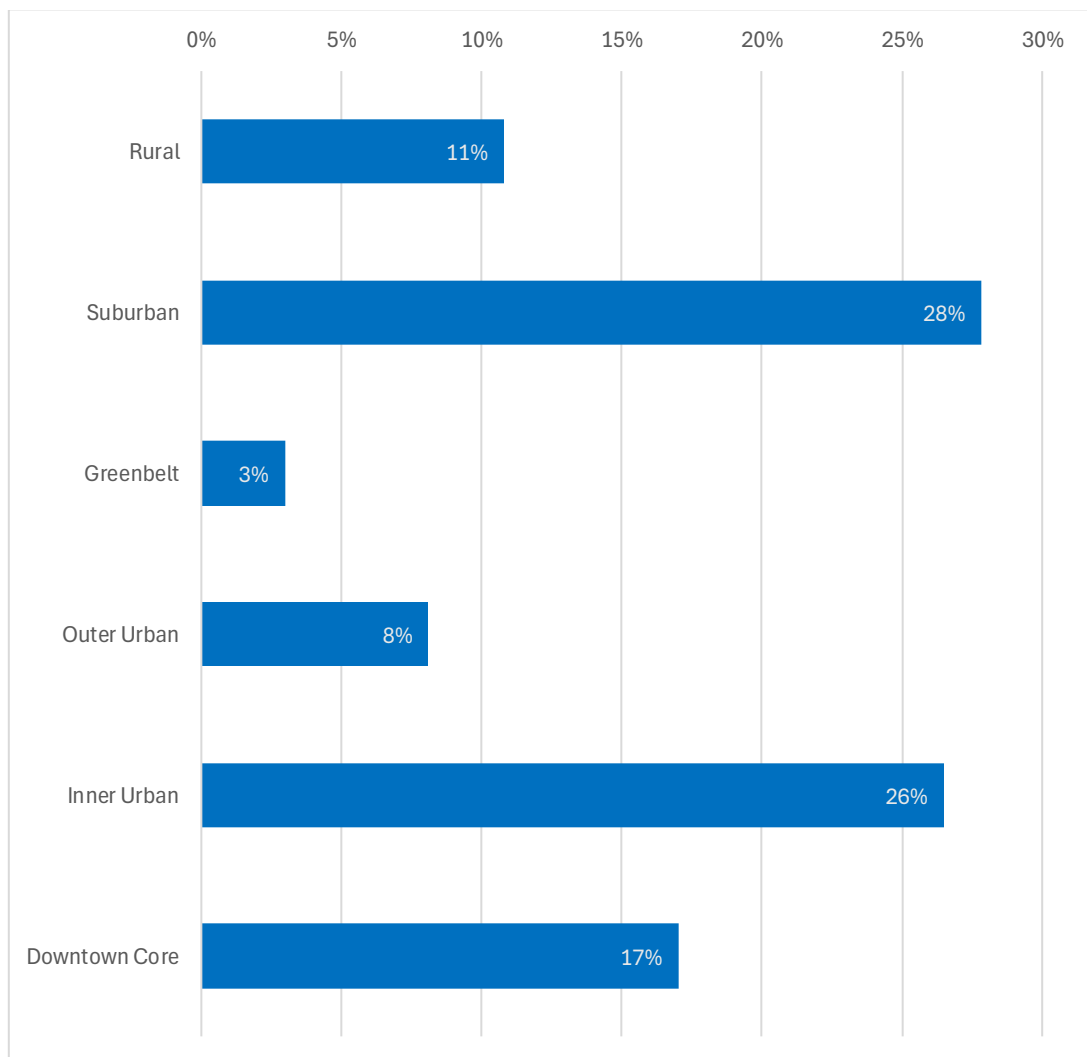
Appendix A Phase 5 Questionnaire

Demographics

Information on demographic information of those who responded to the Phase 5 Questionnaire is summarized in this Appendix. Responses were optional.

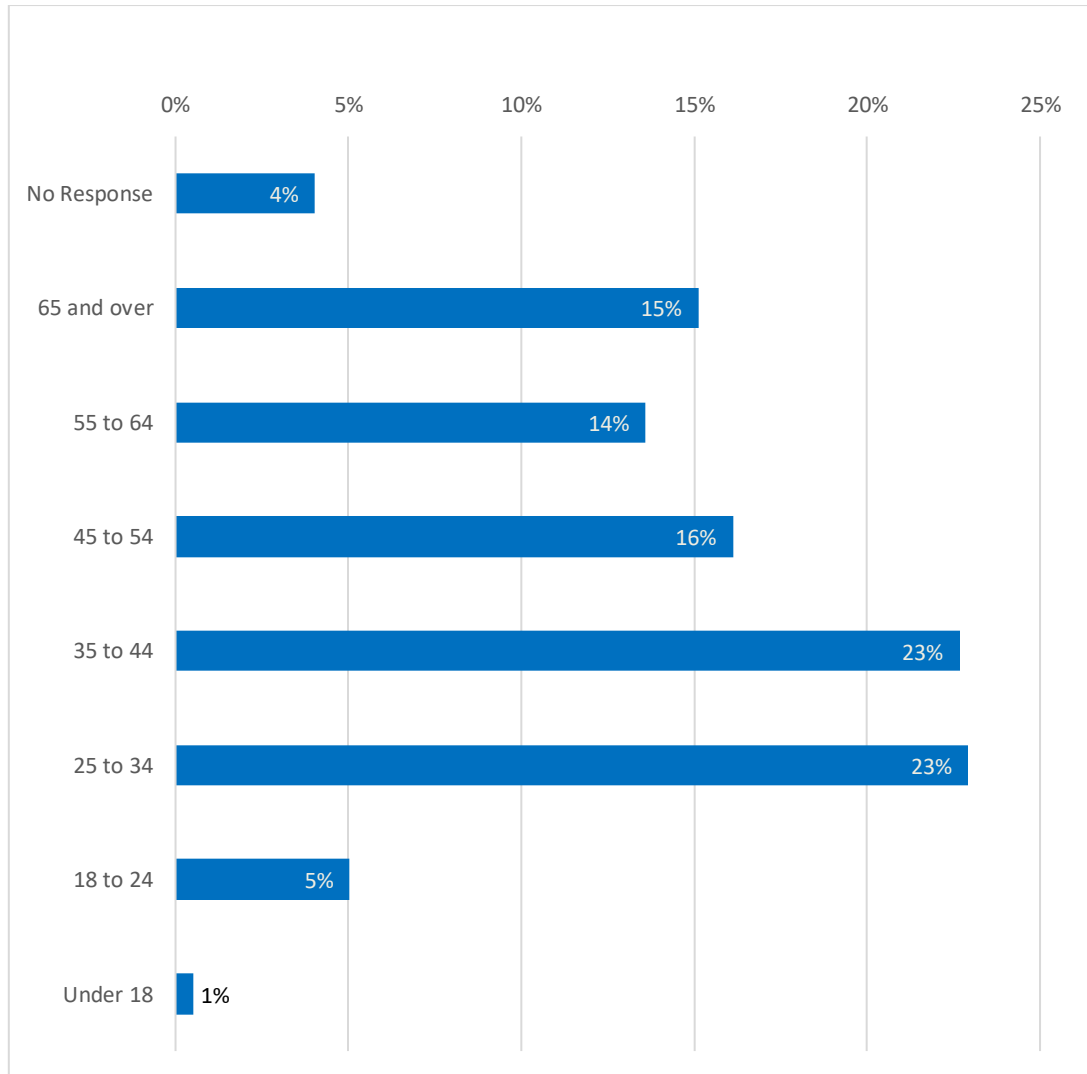
Question 1: What is your home postal code?

Error! Reference source not found. shows a map of the distribution of where survey participants live:



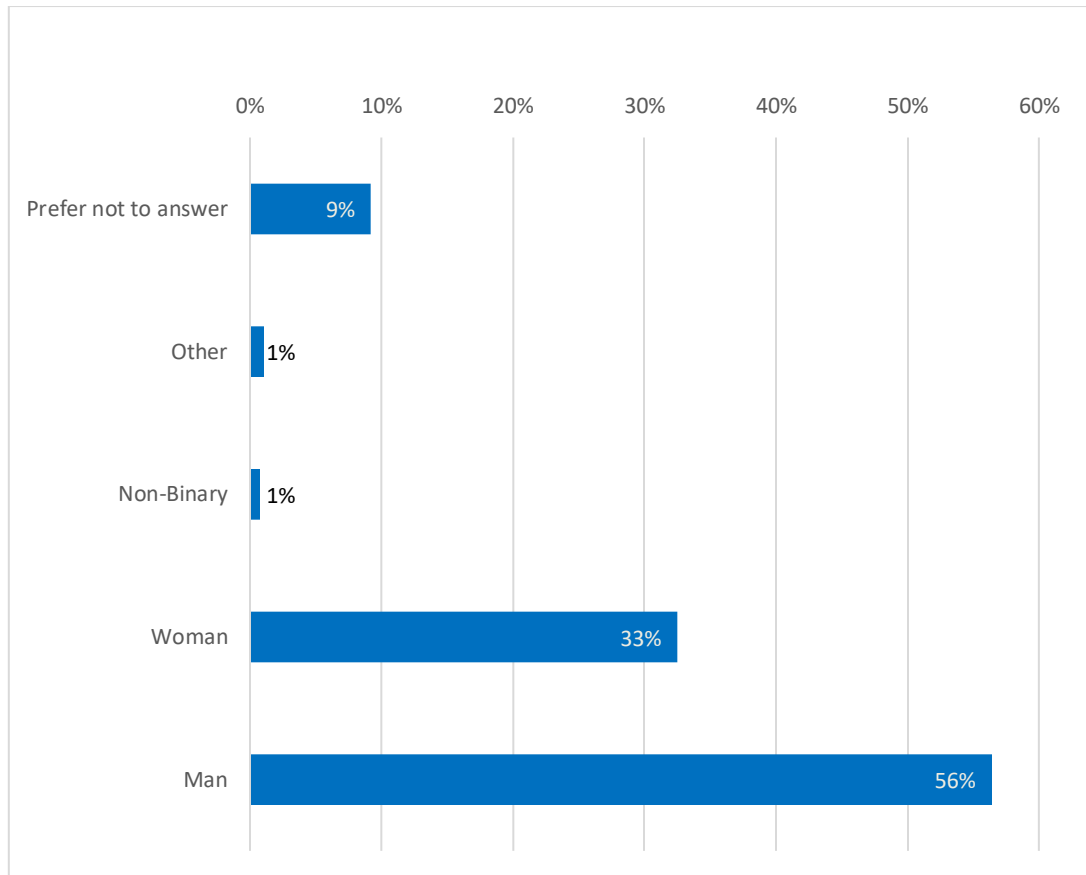
Question 2: What is your age group?

Error! Reference source not found. shows a breakdown of the age groups of survey respondents:



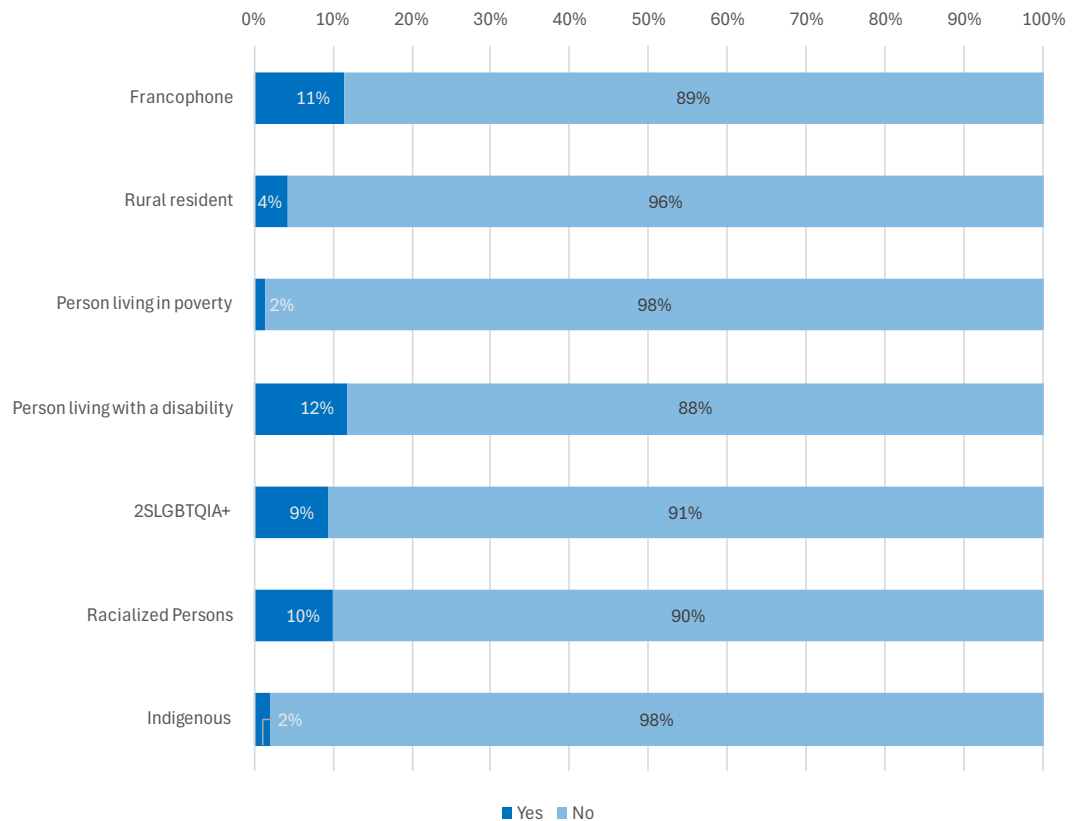
Question3: What is your gender?

Error! Reference source not found.3 shows the responses to the question on gender:



Question 4: Do you identify as being in the following groups?

Error! Reference source not found.4 shows a breakdown of survey respondents who identify as part of the following groups: Francophone; Rural Residents; Person living in poverty; Person living with a disability; 2SLGBTQIA+; Racialized Persons; and Indigenous:

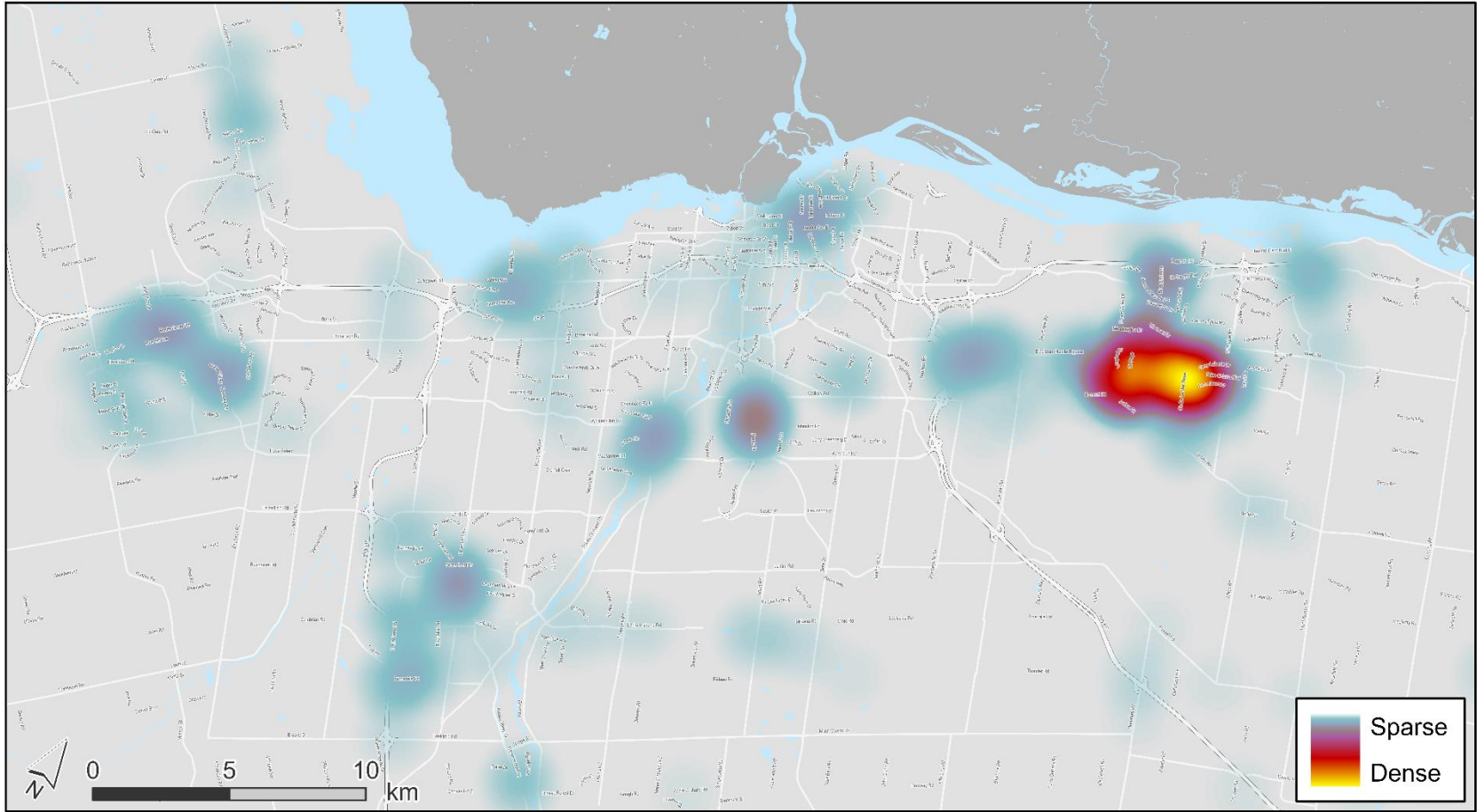


Appendix B Road and Transit Projects in the Priority Network Map-based Survey Results

Road Projects Map-based Survey

Exhibit B-1 shows a heat map of where comments were placed on the interactive map-based survey. There is a dense concentration of comments in Orleans and Blackburn Hamlet.

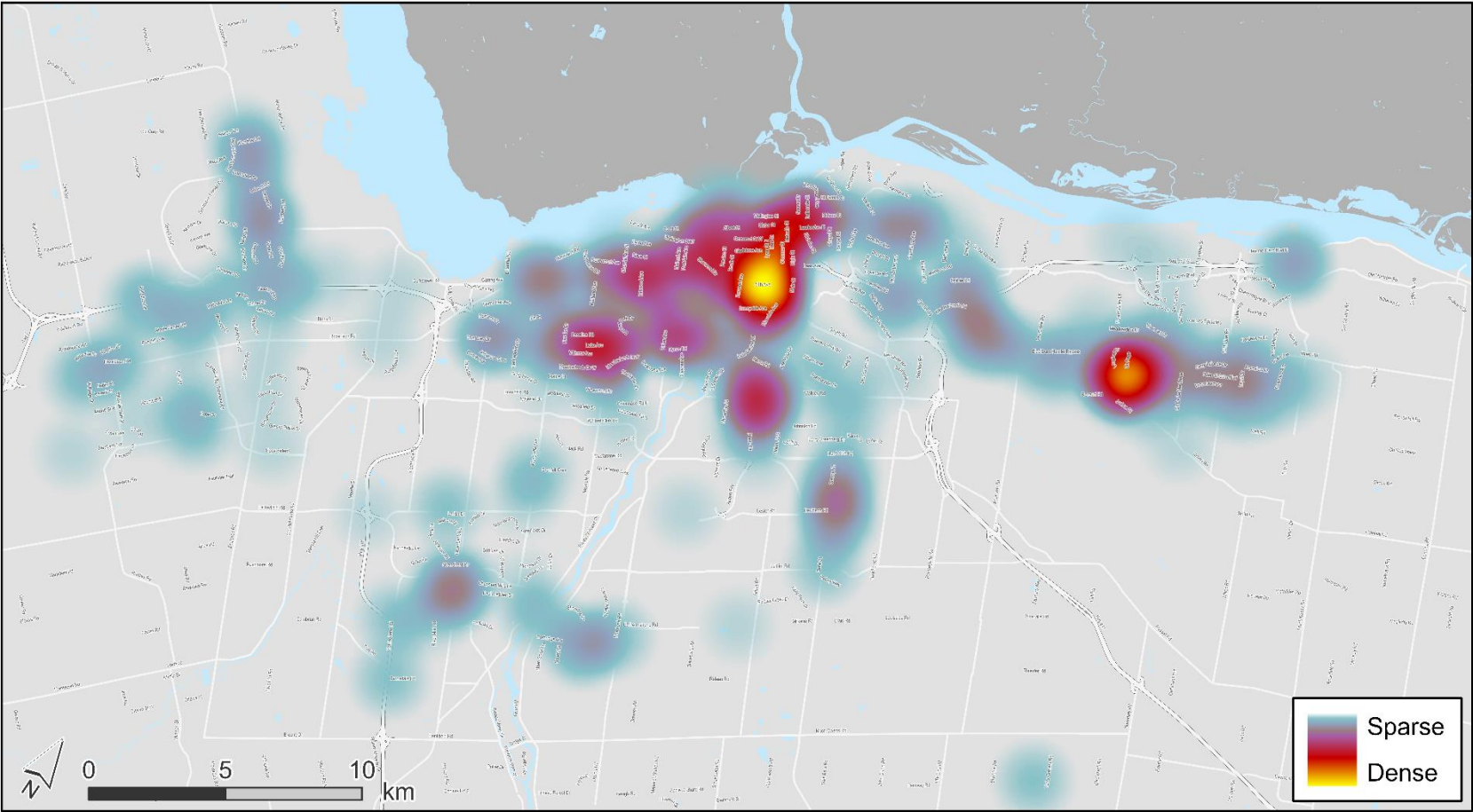
Exhibit B-1: Mapping Survey Results for Road Projects



Transit Projects Map-based Survey

Exhibit B-2 shows a heat map of where comments were placed on the interactive map-based survey.

Exhibit B-2: Mapping Survey Results for Transit Projects



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