Subject: Transportation Master Plan – Part 2

File Number: ACS2025-PDB-TP-0012

Report to Public Works and Infrastructure Committee on 26 June 2025

and Council 23 July 2025

Submitted on June 17, 2025 by Jennifer Armstrong, Acting Director, Transportation Planning, Planning, Development and Building Services Department

Contact Person: Deborah Lightman, Acting Program Manager, Transportation Policy and Networks, Planning, Development and Building Services Department

613-580-2424 x16571, deborah.lightman@ottawa.ca

Ward: Citywide

Objet : Plan directeur des transports – partie 2

Dossier : ACS2025-PDB-TP-0012

Rapport au Comité des travaux publics et de l'infrastructure

le 26 juin 2025

et au Conseil le 23 juillet 2025

Soumis le 17 juin 2025 par Jennifer Armstrong, Directrice par intérim, Planification des transports, Direction générale des services de la planification, de l’aménagement et du bâtiment

Personne ressource : Deborah Lightman, Gestionnaire de programme par intérim, Direction des réseaux et de la politique de transport, Direction générale des services de la planification, de l’aménagement et du bâtiment

613-580-2424 x16571, deborah.lightman@ottawa.ca

Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That the Public Works and Infrastructure Committee recommend Council:

1) **Approve the Transportation Master Plan (TMP) Capital Infrastructure Plan attached in Document 1 and described in this report.**

2) **Direct staff to bring forward the projects identified in Document 1 for funding through the annual budget process in accordance with the approach outlined in the TMP Capital Infrastructure Plan.**

3) **Direct staff to proceed with Official Plan amendments to incorporate the recommendations from the TMP Capital Infrastructure Plan.**

4) **Direct staff to update the Development Charges Background Study based on the TMP Capital Infrastructure Plan and to use Development Charges, to the extent possible as permitted under the Development Charges Act, as part of the annual budget process to fund the highest priority, growth-related projects identified in the TMP Capital Infrastructure Plan.**

5) **Direct staff to submit an Integrated Regional Plan to the Canada Public Transit Fund based on the projects in the TMP Capital Infrastructure Plan and as discussed in this report.**

RECOMMANDATION(S) DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil municipal :

1) **d'approuver le Plan des infrastructures du Plan directeur des transports (PDT) reproduit dans la pièce 1 et décrit dans le présent rapport;**

2) **de demander au personnel de la Ville de déposer les projets indiqués dans la pièce 1 pour les financer dans le cadre du processus annuel de budgétisation conformément à l'approche exposée dans le Plan des infrastructures du PDT;**

3) **de demander au personnel de la Ville d'apporter au Plan officiel des modifications pour tenir compte des recommandations du Plan des infrastructures du PDT;**

4) **de demander au personnel de mettre à jour l'Étude du contexte des redevances d'aménagement d'après le Plan des infrastructures du PDT et de faire appel aux redevances d'aménagement dans toute la mesure permis**

dans la *Loi de 1997 sur les redevances d'aménagement* dans le cadre du processus annuel de budgétisation afin de financer les projets liés à la croissance et absolument prioritaires recensés dans le Plan des infrastructures du PDT;

5) **de demander au personnel de la Ville de soumettre au Fonds pour le transport en commun du Canada un plan régional intégré, établi d'après les projets du Plan des infrastructures du PDT et conformément à l'analyse reproduite dans ce rapport.**

EXECUTIVE SUMMARY

The Transportation Master Plan (TMP) is the City of Ottawa's long-range strategy to guide the development of its transportation system to 2046. The TMP is a supporting document of the City's Official Plan and aligns with Official Plan objectives for growth and mobility, including the goal of encouraging a shift to sustainable and space-efficient modes of travel.

This report presents TMP Part 2, the Capital Infrastructure Plan. Building on the Council-approved policies and prioritization frameworks established in the TMP Part 1 (April 2023), the Capital Infrastructure Plan identifies the transit, road, and active transportation investments that are required to support Ottawa's projected growth and enable a connected and liveable City. It lays the foundation for long-term, coordinated investment in Ottawa's transportation system.

The Capital Infrastructure Plan is based on travel demand forecasting using the TRANS regional model, and accounts for post pandemic travel patterns as well as the impacts of hybrid work. It includes the following two networks for both transit and road projects:

- The Needs-Based Networks identify all the projects that are needed to address the City's mobility needs to the 2046 planning horizon, based on the Official Plan's population and employment growth projections.
- The Priority Networks identify a subset of the projects in the Needs-Based networks that should be prioritized for implementation and are expected to be delivered by 2046, given funding and affordability constraints. Projects were prioritized using the Council-approved prioritization frameworks for transit and road projects.

In 2024 dollars, the Priority Road and Transit Networks include approximately $3.9 billion in City-led capital projects, with $2.3 billion in transit projects and $1.6 billion in road projects. These investments focus on delivering the most essential and cost-effective infrastructure to encourage sustainable mobility, accommodate growth to 2046,

and improve access across Ottawa. The Priority Transit Network also includes the Stage 3 O-Train extensions to Barrhaven and Kanata-Stittsville that would cost an additional $8.3 billion, which is expected to be fully funded by other levels of government.

Key transit investments in the Priority Network include new and expanded Bus Rapid Transit (BRT) corridors such as the Baseline-Heron Transitway, Cumberland Transitway, South Transitway, Southwest Transitway, Kanata North Transitway, and Heron/Walkley Transitway. Other transit investments include continuous bus lane projects on Carling Avenue, Blair Road, St-Laurent Boulevard, Montreal Road, Merivale Road, and Conroy Road.

The Capital Infrastructure Plan also prioritises the Active Transportation Projects approved in April 2023 with TMP Part 1. These projects were prioritized based on their connectivity benefits and potential to attract new cycling or walking trips, their potential to coordinate with other planned projects, their cost and ease of implantation, and the benefits they provide to Equity Priority Neighbourhoods. In 2024 dollars, the active transportation projects account for $350 million in capital investments.

The Capital Infrastructure Plan also includes Ultimate Networks for transit and roads, as well as supporting elements to guide long-term implementation. These include recommendations for an updated Park and Ride Network, reflecting changing travel patterns and opportunities for transit-oriented development; a Road Classification and Designation Review to ensure alignment with the intended road function; and updated road right-of-way (ROW) protection widths to support the future buildout of arterial corridors while balancing impacts on adjacent properties.

The TMP Capital Infrastructure Plan has been developed in coordination with the Transit Long-Range Financial Plan, Tax-Supported Long-Range Financial Plan, and applies an affordability lens to transportation infrastructure investments. Following approval of the TMP Capital Infrastructure Plan, the City will update the Long Range Financial Plans and Development Charges Background Study and proceed with Official Plan amendments to incorporate the relevant TMP changes. Implementation of the TMP Capital Infrastructure Plan will proceed through the City’s annual capital budget and project planning processes. In addition, the Capital Infrastructure Plan will be used to guide corridor protection and project coordination through development review and support ongoing collaboration with agencies such as the National Capital Commission (NCC), Société de transport de l'Outaouais (STO), Ministry of Transportation Ontario (MTO), and Public Services and Procurement Canada (PSPC). The TMP update has been completed in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process. The TMP will form the basis for

future, more detailed studies for projects subject to the Environmental Assessment Act.

RÉSUMÉ

Le Plan directeur des transports (PDT) constitue la stratégie à long terme de la Ville d'Ottawa qui sert à guider l'aménagement de son réseau de transport jusqu'en 2046. Le PDT, qui est une pièce justificative du Plan officiel de la Ville, cadre avec les objectifs de croissance et de mobilité du Plan officiel, dont l'objectif qui consiste à encourager un basculement dans les modes de déplacement durables et économes d'espace.

Dans ce rapport, nous présentons la Partie 2 du PDT, soit le Plan des infrastructures. Inspiré des politiques et des structures-cadres de priorisation établies dans la Partie 1 du PDT et approuvées par le Conseil municipal (avril 2023), le Plan des infrastructures fait état des investissements qu'il faut consacrer aux transports en commun, aux routes et au transport actif pour étayer la croissance projetée d'Ottawa et permettre d'aménager une ville connectée et habitable. Ce plan constitue la pierre d'assise des investissements concertés à long terme à consacrer au réseau de transport d'Ottawa.

Le Plan des infrastructures se fonde sur la prévision de la demande en déplacements en faisant appel au modèle régional TRANS et rend compte des habitudes postpandémiques dans les déplacements, ainsi que des répercussions du travail hybride. Il comprend les deux réseaux suivants pour les projets de transports en commun et les projets routiers :

- Les réseaux établis d'après les besoins font état de tous les projets à réaliser pour répondre aux besoins en mobilité de la Ville sur l'horizon de planification de 2046, en fonction des projections de croissance de la population et de l'emploi du Plan officiel.
- Les réseaux prioritaires font état d'un sous-ensemble de projets des réseaux d'après les besoins dont il faut prioriser la mise en œuvre et qui devraient être réalisés d'ici 2046, selon le financement et les contraintes de l'abordabilité. Nous avons priorisé les projets en faisant appel aux structures-cadres de priorisation approuvées par le Conseil municipal pour les projets de transports en commun et les projets routiers.

En dollars de 2024, le Réseau routier prioritaire et le Réseau de transports en commun comprennent les projets d'infrastructures menés par la Ville pour une valeur d'environ 3,9 milliards de dollars, ainsi que des projets de transports en commun de 2,3 milliards de dollars et des projets routiers de 1,6 milliard de dollars. Ces investissements sont essentiellement consacrés à la réalisation des infrastructures les plus essentielles et économiques afin d'encourager la mobilité durable, d'assurer la croissance jusqu'en

2046 et d’améliorer l’accès sur tout le territoire d’Ottawa. Le Réseau prioritaire de transports en commun comprend aussi les prolongements de l’Étape 3 de l'O-Train jusqu’à Barrhaven et Kanata-Stittsville, qui coûteraient un supplément de 8,3 milliards de dollars, somme qui devrait être financée intégralement par d’autres ordres de gouvernement.

Font partie des investissements majeurs consacrés aux transports en commun dans le Réseau prioritaire, les couloirs nouveaux et agrandis du transport en commun rapide par autobus (TCRA), dont le Transitway du chemin Baseline, le Transitway de Cumberland, le Transitway Sud, le Transitway Sud-Ouest, le Transitway de Kanata-Nord et le Transitway du chemin Heron et du chemin Walkley. Font partie des autres investissements dans les transports en commun, les projets d’aménagement des voies continues réservées aux autobus sur l’avenue Carling, sur le chemin Blair, sur le boulevard St-Laurent, sur le chemin de Montréal, sur le chemin Merivale et sur le chemin Conroy.

Le Plan des infrastructures priorise aussi les projets de projets de transport actif approuvés avec la Partie 1 du PDT en avril 2023. Nous avons priorisé ces projets d’après leurs avantages pour la connectivité et leur potentiel d’attraction des nouveaux déplacements à vélo et à pied, pour leur potentiel de coordination avec d’autres projets planifiés, pour leur coût et la facilité de leur mise en œuvre, ainsi que pour les avantages qu’ils apportent aux quartiers prioritaires pour l’équité. En dollars de 2024, les projets de transport actif représentent des investissements en infrastructures de 350 millions de dollars.

Le Plan des infrastructures comprend aussi les réseaux absolus pour les transports en commun et les routes, ainsi que les éléments justificatifs qui guident la mise en œuvre à long terme. Il s’agit entre autres des recommandations portant sur l’actualisation du réseau de parcs relais, en tenant compte de l’évolution des habitudes dans les déplacements et des perspectives pour les aménagements axés sur les transports en commun, de l’Examen de la classification et de la désignation des routes pour s’assurer qu’il cadre avec les fonctions routières visées, et de la mise à jour des largeurs de protection des emprises routières pour étayer l’éventuel aménagement des couloirs artériels tout en équilibrant les répercussions produites sur les propriétés voisines.

Le Plan des infrastructures du PDT a été mis au point de concert avec le Plan financier à long terme des transports en commun, avec le Plan financier à long terme pour les services financés par les impôts et fait appel au point de vue de l’abordabilité pour les investissements à consacrer aux infrastructures du transport. Lorsque le Plan des infrastructures du PDT aura été approuvé, la Ville mettra à jour les plans financiers à long terme et l’Étude du contexte des redevances d’aménagement et enchaînera avec

les modifications à apporter au Plan officiel pour tenir compte des changements pertinents dans le PDT. La mise en œuvre du Plan des infrastructures du PDT sera financée à même le budget annuel des dépenses en immobilisations de la Ville et dans le cadre de ses processus de planification de projets. En outre, on se servira du Plan des infrastructures pour guider la protection des couloirs et la coordination des projets dans le cadre de l'examen des demandes d'aménagement et en favorisant la collaboration soutenue avec les organismes comme la Commission de la capitale nationale (CCN), la Société de transport de l'Outaouais (STO), le ministère des Transports de l'Ontario (MTO) et Services publics et Approvisionnement Canada (SPAC). Nous avons établi la mise à jour du PDT conformément aux exigences des phases 1 et 2 de l'évaluation environnementale municipale de portée générale. Le PDT constituera le socle des études plus circonstanciées qui seront réalisées pour les projets assujettis à la *Loi sur les évaluations environnementales*.

BACKGROUND

The Transportation Master Plan (TMP) is the City's long-term strategy for planning, developing and operating Ottawa's walking, cycling, transit, and road networks. The goal of the TMP is to create a dependable, safe, efficient, and sustainable transportation system that supports future growth and mobility. The TMP is a supporting document of the Official Plan (OP) and plays a key role in guiding the City's growth to 2046.

The Ministry of Municipal Affairs and Housing (MMAH) approved Ottawa's OP in November 2022. The OP projects an increase of over 400,000 residents over the next 20 years, with 47 per cent of new dwellings built by intensification, mostly inside the Greenbelt. The OP directs how the city will grow over time and sets out policies to guide land use and development to the 2046 planning horizon. The TMP identifies transportation policies and infrastructure investments to support that growth. It informs annual budgets, the Development Charges Background Study, and the City's Long-Range Financial Plan.

The previous TMP was approved in 2013. Since then, Ottawa's transportation system and travel patterns have undergone a significant transformation. O-Train Line 1 was completed from Tunney's Pasture Station to Blair Station. O-Train Line 2 was extended south to Limebank Station in Riverside South, including a new Line 4 connection to the Ottawa International Airport via South Keys Station. Construction is also underway on O-Train extensions to Algonquin Station (Line 1 south), Trim Station (Lines 1 and 3 east), and Moodie Station (Line 3 west). In parallel, the City has made substantial investments in active transportation and multimodal "complete streets" which have contributed to a significant increase in walking and cycling trips. Meanwhile, Ottawa has added nearly 200,000 new residents since 2013, driven by both suburban greenfield

development and urban intensification. The COVID-19 pandemic has also reshaped travel behaviour, with many office workers continuing to work from home part of the time. Together, these trends have led to evolving and diverse transportation needs across all modes and in all parts of the city. The updated TMP aims to build on the progress made since 2013 and address the transportation challenges and opportunities that will facilitate Ottawa's continued growth to 2046 and beyond.

On June 12, 2019, Ottawa approved the scope of work for the update of the TMP with the objective of responding to the changes observed since 2013 and to align transportation policies and projects with the OP. The disruption of travel patterns caused by the pandemic impacted the origin-destination (OD) survey, which serves as a key input into the TMP's travel demand modeling; the OD survey was delayed from 2020 until 2022. The TMP update was correspondingly restructured into two parts: Part 1 includes the TMP policies and active transportation projects that do not rely on OD survey results, while Part 2 focuses on the Capital Infrastructure Plan.

TMP Part 1 was approved by Council on April 26, 2023, and included the following:

- **TMP Policies:** The 69 policies in this document guide transportation decisions and priorities to 2046, supporting the City's vision of becoming North America's most liveable mid-sized city. These policies establish a framework for improving Ottawa's transportation system across all modes and are intended to help achieve the goals of the OP. They provide direction for day-to-day planning and operations, inform future capital and operating budgets, and include supporting actions to advance implementation. Several TMP Part 1 policies directly shaped the Capital Infrastructure Plan. For example, the "transit first" approach requires identifying future transit needs before assessing road capacity requirements. Collectively, this document set out the policies and supporting actions to achieve City Council's vision of a flexible, dependable, safe, and efficient transportation system.

- **TMP Active Transportation Projects, Cross-Town Bikeway Network, and Rural Active Transportation Network:** TMP walking and cycling projects, including active transportation investments in bridges and major structures, were identified. These projects are generally standalone projects that are not expected to be implemented as part of other initiatives. This list replaced the remaining projects identified within the 2013 Ottawa Cycling Plan and 2013 Ottawa Pedestrian Plan. An updated map of the Cross-Town Bikeways was also 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 the Capital Infrastructure Plan:** This document outlines the TMP Part 2 network development process and identifies the criteria, metrics, and scoring rubrics for prioritization of transit and road projects. The frameworks were developed based on OP objectives, TMP policy directions, lessons learned from the 2013 TMP, and public engagement. They have been applied in the Capital Infrastructure Plan to prioritize projects based on their mobility benefits, city-building impacts, and cost.

TMP Part 2, the Capital Infrastructure Plan, is the focus of this report. The Capital Infrastructure Plan identifies the projects and investments that are needed to meet Ottawa's travel needs and achieve the City's objectives. It also identifies a subset of projects that are expected to be implemented by 2046, based on affordability within the City's long-range financial plans.

The Capital Infrastructure Plan identifies and prioritizes the City's road and transit projects and establishes the phasing of the Active Transportation Projects that were approved under TMP Part 1. It also includes recommendations for the City's park-and-ride network; updates to the City's Ultimate Road and Transit Networks; updates to road classifications; and updates to road right-of-way (ROW) protection widths. Finally, it identifies mode share targets, transit ridership forecasts to 2046, and other performance measures for Ottawa's transportation system.

The TMP Capital Infrastructure Plan reflects evolving travel patterns and supports the City's OP, Climate Change Master Plan and equity objectives. It considers the needs of different areas of the city, including Ottawa's rural areas. It seeks to work within affordability constraints and pursue cost-effective projects, while also maximizing opportunities to secure funding from other levels of government.

The TMP update has been completed in accordance with the requirements of Phases 1 and 2 of the Municipal Class Environmental Assessment process. The TMP will form the basis for future, more detailed studies for projects subject to the Environmental Assessment Act. Once the TMP Capital Infrastructure Plan is approved by Council, the City will update the OP, as well as the Long Range Financial Plans, Development Charges Background Study and By-law, to capture the relevant elements.

DISCUSSION

Context for the TMP Part 2, Capital Infrastructure Plan

Following Ottawa City Council's approval of the Transportation Master Plan Part 1 in April 2023, work began on Part 2, the Capital Infrastructure Plan. The key activities

undertaken in preparing the Capital Infrastructure Plan were modeling of 2046 travel demand, establishment of Needs-Based and Priority Networks of transit and road projects, and prioritization of transit, road and active transportation projects. Consultation was undertaken at two stages, initially to determine residents' travel concerns, and later to collect feedback on the proposed projects and priorities.

The TMP Capital Infrastructure Plan was developed based on the policies established in TMP Part 1, and aims to achieve the following objectives:

- Encourage the use of transit and active modes to reduce pressure on roads, mitigate greenhouse gases (GHGs), and use space efficiently
- Implement cost-effective transit infrastructure projects where there is the greatest potential to attract new riders and improve service for existing riders
- Pursue road capacity projects that provide access to development and address congestion bottlenecks
- Invest in complete streets to support growth and intensification
- Maintain a strong affordability focus.

Travel Demand Modelling and Network Development

The TMP Capital Infrastructure Plan is based on travel forecasts for 2046 which were developed using the TRANS regional travel model. This model incorporates the City's 2046 population and employment projections from the OP, disaggregated into small geographic areas known as Traffic Analysis Zones. The model also integrates data from the 2022 Origin-Destination Survey, but with updates to account for increased commuting since 2022 and the anticipated long-term impacts of hybrid work patterns. The forecasts therefore reflect both the City's expected growth and evolving travel trends, providing a realistic foundation for identifying infrastructure needs across all modes.

The model forecasts account for all "committed" road and transit infrastructure that are either currently under construction or have received full or partial funding for design and implementation through the annual budget process. This includes the recently opened extensions of O-Train Line 2 to Limebank Station and the Airport, as well as the Stage 2 O-Train east and west extensions that will open in the coming years. Transit service in the model reflects the "New Ways to Bus" route network, with revisions made to serve new growth areas identified in the OP. The modelling also includes projects being completed by partner agencies, such as the planned STO Gatineau Tramway which will connect into downtown Ottawa via the Portage Bridge.

Using the TRANS model, candidate transit projects were identified to meet mobility needs, attract ridership, and improve transit system performance. Each project was compared against ridership thresholds to confirm the need for the project and most appropriate facility type. Projects that were considered feasible and that met minimum ridership thresholds were carried forward to form the 2046 Needs-Based Transit Network.

Following the development of the Needs-Based Transit Network, the residual auto demand (i.e. the trips that are not expected to use transit) was assessed to determine where new roads or road widenings may be needed to address congestion and delay. This “transit first” approach ensured that road investments were only considered where transit would not be sufficient to meet demand. Road capacity projects were carried forward into the Needs-Based Road Network if they addressed a regional capacity deficiency or significant local capacity deficiency; and/or provided transportation access to support new development.

While the projects identified in the Needs-Based Transit and Road Networks are necessary to support growth, not all projects are affordable within the 2046 horizon. As a result, projects were prioritized using the Transit and Road Prioritization Frameworks developed in TMP Part 1. Using these frameworks, projects were scored based on mobility benefits, city-building impacts, and cost effectiveness. Ridership growth and service improvement were key factors for prioritizing transit projects, while congestion reduction and development access were key factors for prioritizing road projects. The highest scoring projects formed the Priority Networks. The Priority Networks are expected to be implemented by 2046 based on current funding assumptions. Should these assumptions change, project implementation will be impacted accordingly.

Following from this network development and prioritization methodology, the TMP Capital Infrastructure Plan includes the following networks: Needs-Based Transit Network, Priority Transit Network, Ultimate Transit Network, Needs-Based Road Network, Priority Road Network, and Ultimate Road Network. These networks are further discussed in the sections below; the projects and networks are mapped and described in the TMP Capital Infrastructure Plan (Document 1).

Needs-Based Transit Network

The Needs-Based Transit Network identifies the transit infrastructure required to meet Ottawa’s mobility needs to 2046, based on population and employment growth projections in the OP. It is designed to support the City’s objective that half of all trips be made by sustainable modes (walking, cycling, transit, and car-pooling), alongside increased transit service hours, active transportation investments, and other initiatives

to encourage sustainable travel choices. The Needs-Based Transit Network includes O-Train extensions, new Transitway corridors, continuous bus lane projects, transit priority corridors, and other transit investments needed to serve growth and improve transit travel time and reliability. The Needs-Based Transit Network includes approximately $4.5 billion in capital projects with an additional $8.3 billion identified to be provided by higher levels of government for Stage 3 O-Train extensions.

Many of the projects in the Needs-Based Transit Network were also identified in the 2013 TMP. Key changes are highlighted below.

The Carling Avenue transit corridor (Lincoln Fields to O-Train Line 2) was identified in the 2013 TMP as light rail transit but is now proposed to be implemented as median bus rapid transit. Analysis showed that projected peak period ridership along the corridor can easily be accommodated by a median bus rapid transit facility and is below the typical minimum ridership threshold to warrant light rail transit. The use of buses rather than trains also provides operational flexibility for transit routes continuing west of Lincoln Fields Station, east of Preston Street, or using segments of Carling.

The Cumberland Transitway is identified as an exclusive, at-grade bus rapid transit corridor from Blair Station to Millennium Station, whereas in the 2013 TMP it was expected to be grade-separated from Blair Station to east of Tenth Line. This revised approach provides sufficient capacity to accommodate projected ridership while significantly reducing costs and improving constructability. The new alignment follows Innes Road and the Blackburn Hamlet Bypass, rather than following Renaud Road and Anderson Road as identified in the 2024 Environmental Assessment. Additionally, only one station is now proposed in Blackburn Hamlet rather than the two previously identified. While an Environmental Assessment update would be required, the revised alignment is considered both cost-effective and feasible, whereas the previous alignment was not feasible due to lands and NCC opposition to the proposed alignment through the Greenbelt. The Cumberland Transitway is one of the highest ranked Transitway projects and is urgently needed. Without the proposed change in alignment, the City would not have the NCC’s support and the project would not be able to move forward and could not be submitted for federal or provincial funding.

The Needs-Based Transit Network also introduces several new or extended continuous bus lane projects to enable fast and reliable transit service on arterial corridors, where growth would otherwise impact transit speed and reliability. This includes segments of Conroy Road, where bus lanes are proposed to support transit connectivity for Findlay Creek and Tewin by providing a direct connection to O-Train Line 1 at Hurdman Station or St-Laurent Station. Merivale Road (south of Baseline Road) and Montreal Road (St-Laurent to Blair) are also identified for continuous bus lanes. Other key changes from

the 2013 TMP include: incorporating the Stage 3 O-Train extensions to Hazeldean Station and Barrhaven Town Centre; extending the South (Chapman Mills) Transitway further west to improve transit access in Barrhaven; and shifting the O-Train extension over the Chief William Commanda Bridge to the “beyond 2046” horizon given the expected investment in the STO Gatineau Tramway.

The following project types constitute “higher order transit” under Ontario’s 2024 Provincial Planning Statement: O-Train Projects, Bus Rapid Transit (Transitway) Projects, and Continuous Bus Lane Projects.

Priority Transit Network

The Priority Transit Network is a subset of the Needs-Based Transit Network, focusing on the highest priority projects that are expected to be implemented by 2046 based on current funding assumptions. This includes expectations about funding from other levels of government. Project limits and facility types were reviewed to maximize cost-effectiveness and enable implementation of improvements citywide. These projects are expected to accommodate growth and attract new riders by improving travel speed and reliability on existing high ridership urban corridors, and by connecting suburban communities to the core O-Train and Transitway networks.

The Priority Transit Network includes approximately $2.3 billion in City-led capital investment. Major projects include new or upgraded bus rapid transit corridors for the Baseline-Heron Transitway, Cumberland Transitway, South Transitway, Southwest Transitway, Kanata North Transitway, and Heron/Walkley Transitway. Other transit investments include Continuous Bus Lane Projects on Carling Avenue, Blair Road, St-Laurent Boulevard, Montreal Road, Merivale Road, and Conroy Road. These investments are expected to be accompanied by higher transit service levels on these corridors with five-to-twenty-minute headways assumed, depending on the route and direction. In total, approximately 1,200 additional weekday service hours are expected by 2046 on Transit Priority Network corridors. The Transit Long-Range Financial Plan will include additional service hours that takes into consideration these capital projects, as well as service hours to address population and ridership growth citywide. The Transit Long-Range Financial Plan will also capture the new vehicles and garages that are required to provide additional service hours.

In addition to the City-led transit projects, the Priority Transit Network also includes the O-Train Line 1 extension from Algonquin Station to Barrhaven Town Centre and the O-Train Line 3 extension from Moodie Station to Hazeldean Station. These Stage 3 O-Train extensions account for an additional $8.3 billion in capital investment. Their implementation remains fully reliant on funding from other levels of government.

However, even with 100 per cent capital funding, the operating costs of these projects are very significant and are not expected to be substantially offset by increased fare revenue from these extensions.

Transit Priority Corridors appear in both the Needs-Based and Priority Transit Networks in the Capital Infrastructure Plan. Improvements are not necessarily expected along their full length. Instead, the Capital Infrastructure Plan allocates $8 million annually to implement the most critical isolated measures and tactical improvement projects. These capital investments are expected to include measures such as intersection works to add queue jump lanes, bus stop reconfigurations, short segments of bus lanes, and transit signal priority on congested corridors. An initial list of locations has been developed in collaboration with OC Transpo and is included in Document 2. These projects to implement improvements along transit priority corridors will be reviewed and updated on a regular basis and brought forward annually through the budget process. The Transit Priority Corridors also indicate where the City will seek to provide a high level of service for transit when opportunities arise, for example through road reconstruction.

Implementation of the Priority Transit Network

These projects are high priority, and the City will seek opportunities to implement them as funding becomes available. While the relative order of projects is generally informed by the results of the prioritization framework, it may be adjusted to reflect coordination opportunities with other capital works, eligibility for external funding programs, or project readiness. It is recommended the entire Priority Transit Network be submitted for funding from the Canada Public Transit Fund. The following projects represent a subset of the Priority Transit Network that are recommended to be funded first, based on project need and readiness:

- Baseline-Heron Transitway (Algonquin College to Billings Bridge)
- Cumberland Transitway (Blair Road to Chapel Hill Station, and Chapel Hill Station to Esprit Drive)
- Kanata North Transitway (Eagleson-March Station to Terry Fox Drive)
- Carling Avenue Bus Lanes (Lincoln Fields Station to Sherwood Drive)
- Blair Road Bus Lanes (Blair Station to Cumberland Transitway)
- St-Laurent Boulevard Bus Lanes (Innes Road to St-Laurent Station)
- Montreal Road Bus Lanes (St-Laurent Boulevard to Blair Road)

This list may be adjusted depending on the total amount of funding secured through the Canada Public Transit Fund or other sources. Project priorities may also shift in response to funding eligibility criteria set by provincial or federal partners. The expectation within the Transit Long-Rang Financial Plan is that these projects will be two thirds funded by other levels of government.

In addition, the Southwest Transitway from Barrhaven Centre Station to Kilbirnie Station and the South Transitway from Longfields to Greenbank should be implemented as soon as possible, as part of the road projects that follow these same alignments. These median transit facilities form part of the road project, as per the City's Complete Streets policy. As these projects are intended to address travel demand generated from new development and ensure buses are not delayed from growth-related congestion, it is proposed that these integrated road-transit projects be funded through Development Charges for the roads-growth program.

Given affordability constraints, the Stage 3 O-Train extensions are recommended for phased implementation beyond the first ten years of funding from the Canada Public Transit Fund. For the purposes of the Transit Long-Range Financial Plan, it is expected that the extension of Line 1 from Moodie to Terry Fox would be operational first, followed by the extension of Line 3 from Algonquin to Fallowfield. Later phases would include further extending Line 3 from Fallowfield to Barrhaven Centre, and Line 1 from Terry Fox to Palladium. The final phase of Stage 3 O-Train extensions would include the extension of Line 1 from Palladium to Hazeldean. This proposed order of implementation is for financial planning purposes and may be adjusted in the future based on project readiness, development timing, and funding availability.

Ultimate Transit Network

The Ultimate Transit Network includes the projects from the Needs-Based Network but also adds projects that are expected to be needed beyond 2046. This includes double tracking and electrification of O-Train Line 2, a rail link over the Chief William Commanda Bridge (including an active transportation connection), and a bus rapid transit connection on Old Montreal Road.

Park and Ride Network

The Park and Ride Network recommendations within the TMP Capital Infrastructure Plan reflect Ottawa's population and employment projections to 2046, transit network expansion plans, forecasted regional demand for park and ride use, and OP policies regarding land use in proximity to transit stations. New or expanded park and ride facilities will continue to be implemented within suburban and rural communities to support the City's new transit infrastructure and as existing lots reach capacity. The

Park and Ride Network plan also identifies existing lots that could be considered for future conversion to transit-oriented development.

Park and ride locations are shown in the Needs-Based Transit Network, and the Capital Infrastructure Plan (Document 1) identifies the number of parking stalls available in each lot. Currently, the City operates 27 park and ride lots providing 8,646 parking spaces. By 2046, a capacity of approximately 11,400 spaces can be accommodated to meet projected demand, with new and expanded lots planned primarily in suburban areas. The new and expanded lots aim to improve access to rapid and frequent transit for rural and suburban residents, and to reduce vehicle travel to the urban core and across the Greenbelt. Funding for future Park-and-Ride facilities will be requested annually to support the timely acquisition of strategic lands and ensure sufficient capital is available to construct new facilities in response to evolving demand.

In line with OP policies, the City also recognizes the potential for some park and ride lots to be repurposed for transit-oriented development. Several existing park and ride sites have been identified as locations that could generate higher transit ridership if repurposed for high-density housing or mixed-use developments. These potential conversion sites include Nepean Woods, Terry Fox, the western portion of Eagleson, Algonquin (Baseline), Greenboro, and Place d'Orléans. Further study will be required to confirm the feasibility, timing, and implementation considerations for repurposing these sites, including impacts on transit access, parking needs, and alignment with surrounding land use plans.

Committed Road Projects

The City has already committed to building a number of road capacity projects. The following projects, also summarized in Document 2, are considered part of the "business-as-planned" scenario; they will continue to receive funding for design and implementation through the annual budget process.

- Bank Street Widening: Widening from two to four lanes between Leitrim Road and Blais Road
- Carp Road South Widening: Widening from two to four lanes between Highway 417 and Hazeldean Road
- Greenbank Road Re-Alignment and Widening: New road (four lanes) between Chapman Mills Drive and Cambrian Road
- Brian Coburn Boulevard Widening: Widening from two to four lanes between Mer-Bleue Road and Tenth Line Road

- Renaud Road Realignment: Realignment from Brian Coburn Boulevard to Renaud Road, with closure of existing Renaud Road near Bradley Estates
- Robert Grant Avenue Extension: extension of Robert Grant Avenue from Abbott Street to Hazeldean Road
- Earl Grey Underpass: Extension of Earl Grey Drive with underpass of Terry Fox Drive

Following the release of the *Road Network Development Report* and Phase 5 consultations, a revision was made to the list of committed projects to better reflect community and Councillor priorities in the east end. The Mer-Bleue Road widening (Décoeur Drive to Renaud Road), originally identified as a Committed Project, has been removed while the Brian Coburn Boulevard widening (Mer-Bleue Road to Tenth Line Road) has been moved to the Committed Project list. This adjustment was made in response to community and Councillor feedback, which identified Brian Coburn as a more urgent priority for Orléans residents and a more effective investment. Technical analysis supports this change: Brian Coburn Boulevard experiences greater congestion, offers more significant network benefits as an alternative to Innes Road, and is in an area where surrounding development has already occurred. In contrast, Mer-Bleue Road does not show a clear need for additional capacity by 2046. Although the Brian Coburn Widening from Mer Bleu to Tenth Line has a higher cost than the Mer Bleu widening, this substitution remains consistent with the level of committed infrastructure investment in other parts of the City.

Needs-Based Road Network

The Needs-Based Road Network in the Capital Infrastructure Plan (Document 1) identifies the road infrastructure required to accommodate projected 2046 travel demand that cannot be met by transit alone. The Needs-Based Road Network includes a mix of road widenings and new arterial and collector roads (road capacity projects). Pedestrian, cycling and transit facilities will be incorporated as appropriate in all road capacity projects, as per the City's Complete Streets Policy. These projects are intended to address congestion bottlenecks and provide access to support new development. The estimated capital cost of the Needs-Based Road Network is $2.8 billion.

Projects were only included in the Needs-Based Road Network if they fulfilled at least one of the two core mobility needs: addressing a road capacity deficiency; or providing transportation access to support new development. Based on these criteria, several road projects from the 2013 Transportation Master Plan are not included in the Needs-Based Road Network. For most of these projects, the City will continue to show them in

the “Ultimate” Road Network, protect right-of-way for them, and re-assess the need for them the next time the TMP is updated as travel patterns evolve and the City continues to grow. However, in a few instances, projects will no longer be carried forward in the OP. This includes the northern segment of the Alta Vista Transportation Corridor, as described below.

The Alta Vista Transportation Corridor was originally proposed to extend from the intersection of Conroy Road and Walkley Road, north through the Alta Vista community, across the Rideau River connecting to Nicholas Avenue at the Highway 417 interchange. A corridor is protected for this project. A portion of the project known as the Hospital Link Road between Riverside Drive and the Smyth Road Hospital Complex opened in 2018. The Capital Infrastructure Plan now proposes that the northern extension to Nicholas Avenue be removed from the Ultimate Road Network given that the road network at the northern terminus is already congested with limited ability to add capacity. The southern extension from Smyth Road to Walkley Road is proposed to be retained in the Needs-Based Network as this would improve connectivity, reduce cut-through traffic in the Alta Vista community, enhance emergency vehicle access to the hospital complex, and has the potential to accommodate transit in the future, further enhancing network connectivity and multimodal access to key destinations.

Two projects in the Needs-Based Network will require further review of their alignments before they proceed to implementation. A 2024 Environmental Assessment for the Brian Coburn Boulevard Extension and Cumberland Transitway recommended increasing vehicle capacity through the Greenbelt by extending Brian Coburn Boulevard along a realigned Renaud Road, south of the Blackburn Hamlet Bypass (known as Option 7). Although City Council endorsed this alignment, the federal lands required for implementation are owned by the NCC, which has indicated it would not support the Option 7 alignment due to the associated environmental impacts. As a result, the TMP Capital Infrastructure Plan illustrates an alternative alignment that may be supported by the NCC and is similar to Option 1 and 4 from the Environmental Assessment. This project is in the Needs-Based Road Network only. Linked to the project above, the Capital Infrastructure Plan includes a proposed new arterial road connection between Innes Road (east of Blair) and Walkley Road (east of Highway 417). This project, referred to in Document 1 as “Eastern Connectivity in the Innes-Walkley Area”, has been included in the Priority Road Network as a two-lane road, with a planned widening to four lanes included in the Needs-Based Road Network. The link would bypass a congested segment of Innes Road and provide a more direct and reliable connection for east end residents traveling from south Orleans to destinations in the Walkley and Hunt Club areas. Project prioritization and costing were based on the design and alignment from the 2005 Innes-Walkley-Hunt Club Environmental Assessment. However, the

alignment and tie-in points of this new connection should be re-evaluated prior to implementation; this project is closely connected to the project discussed above to add road capacity through the Greenbelt.

Both projects are subject to Environmental Assessment updates, and additional reviews and approvals from the NCC prior to implementation. Coordination of these two projects will be critical to ensuring cost-effectiveness and feasibility. The project to improve Eastern Connectivity in the Innes-Walkley Area is included in the second phase of the Priority Road Network; this recognizes its importance, reflects its very high expected cost, and allows for additional planning to proceed in the coming years.

Priority Road Network

The Priority Road Network outlined in the Capital Infrastructure Plan (Document 1) identifies the most critical and cost-effective road projects that could be delivered within the City's long-range financial capacity. These projects were selected using the Council-approved prioritization framework, which evaluates road investments based on their ability to meet mobility needs, support city-building objectives, and provide value for money. The capital cost of the Priority Road Network is $1.6 billion.

The Priority Road Network emphasizes projects that align with the OP's growth management strategy, including those that support intensification and provide multi-modal access. Two discrete project types are included:

- Road Capacity Projects: Road widenings and new roads or road extensions that support growth by increasing vehicle capacity and providing access to development.
- Road Urbanization and Mainstreet Improvement Projects: Upgrades to existing streets to enable walking, cycling, and transit without adding vehicle capacity.

Road Capacity Projects in the Priority Network are a subset of the Needs-Based Road Network; they address congestion bottlenecks and provide access to support new development. Road Urbanization projects are required to support growth by providing basic multi-modal infrastructure in new and growing communities; these sometimes replace widenings that were previously identified. Road Urbanization projects are focused on upgrading arterial roads without sidewalks, to add amenities like sidewalks, cycling facilities, bus stops, and lighting. Some projects will also be in the rural villages as these upgrades are particularly important in areas transitioning from a typical rural context to more compact, community-focused development due to planned growth.

Mainstreet Improvement projects are focused on upgrading arterial roads in Design Priority Areas to support intensification and sustainable transportation, enabling existing

streets to move more people using the space available. They will add or upgrade walking and cycling infrastructure, improve transit access and enhance the public realm. They are particularly important in areas experiencing growth where road widening is impractical or infeasible, requiring trips to be made by other modes.

Unlike Road Capacity Projects, which are first identified in the Needs-Based Road Network and then prioritized for implementation, Urbanization and Mainstreet Improvement projects are evaluated directly for inclusion in the Priority Road Network and are not shown on the Needs-Based Road Network. As a result, projects that were evaluated but not prioritized do not appear on either network, though they remain important candidates for future consideration. These include Bank Street (Athans to Queensdale), Albion Road (Bank to Hunt Club), St. Joseph Boulevard (Belcourt to Dufour), Carp Road (Hazeldean to Stittsville Main), Fernbank Road (Shea to Terry Fox), Queensview Drive, and Robertson Road.

Implementation of the Priority Road Network

Road projects in the Priority Network have been organized into two phases to guide implementation and are listed in the Capital Infrastructure Plan in order of priority. While the relative order of projects is generally informed by the results of the prioritization framework, it may be adjusted to reflect coordination opportunities with other capital works, eligibility for external funding programs, or project readiness. Committed Road Capacity Projects, identified above, are expected to be completed first from roughly 2025 to 2029. Phase 1 projects are anticipated to be implemented next from roughly 2029 to 2037 followed by the Phase 2 projects implemented between 2037 and 2046.

Phase 1 road projects consist of the highest priority projects; many are tied to development already underway or expected in the near term. Phase 1 Road Capacity Pprojects include: Stittsville Main Street Extension (Maple Grove to Derreen), Greenbank Road Re-Alignment (Cambrian to Kilbirnie), Robert Grant Avenue Extension (Palladium to Hazeldean), Prince of Wales Drive Widening (Deakin to Amberwood), Brian Coburn Boulevard Widening (Navan to Mer-Bleue), Earl Armstrong Road Extension (Bowesville Station to Bank), Greenbank Road Re-Alignment (Kilbirnie to Barnsdale), Airport Parkway Widening (Brookfield to Hunt Club), and a new road to serve development near Hurdman Station. Phase 1 road projects also include the Urbanization and Mainstreet Improvement Projects on Richmond Road, Fernbank Road, River Road, Manotick Main Street, Shea Road, Longfields Drive, Maple Grove Road, Tenth Line Road, Eagleson Road, Borrisokane Road, Rockdale Road, Stittsville Main Street, St-Joseph Boulevard, Beechwood Avenue, Bronson Avenue, Bank Street, Merivale Road, Woodroffe Avenue, and Booth Street; as identified in the Capital Infrastructure Plan (Document 1).

Phase 2 Road Capacity Projects include: Prince of Wales Drive Widening (to Hunt Club), Prince of Wales Drive Widening (Merivale to Barnstone), Navan Road Widening (Renaud to Blackburn Hamlet Bypass), Prince of Wales Drive Widening (Colonnade to Hunt Club), Eastern Connectivity in the Innes-Walkley Area, March Road Widening (Maxwell Bridge to Buckbean), Old Montreal Road Widening (Trim to Famille-Laporte), Bank Street Widening (Blais to Earl Armstrong Extension), Earl Armstrong Road Widening (Limebank to Bowesville), Eastern Connectivity in the Innes-Walkley Area, and Huntmar Drive Widening (Maple Grove to Campeau). The widening of Huntmar Drive over Highway 417 is expected to be delivered by the Province of Ontario. Phase 2 road projects also include the Urbanization and Mainstreet Improvement Projects on Prince of Wales Drive, Hazeldean Road, Bank Street, Fallowfield Road, Munster Road, Blair Road, Carling Avenue, King Edward Avenue, and Strandherd Drive; as identified in the Capital Infrastructure Plan (Document 1).

Isolated Widenings near Intersections

The TMP analysis identified several locations where capacity restrictions are localized and can be addressed by isolated road widenings near intersections. Projects to address these isolated capacity restrictions are not included in the Capital Infrastructure Plan and will instead be funded through other programs such as the City's Network Modification Program. New projects identified for inclusion in the Network Modification Program are listed in Document 2.

It is noted that following the release of the *Road Network Development Report* and Phase 5 consultations, Terry Fox widening (Winchester to Castlefrank) was removed from the TMP road project lists. Instead, a scaled-down version of this project to address localized congestion will be implemented through the Network Modification Program in the coming years.

Ultimate Road Network

The Ultimate Road Network identifies a selection of road capacity projects to support growth beyond the 2046 planning horizon. While not all projects in the Ultimate Network are required to accommodate growth by 2046, identifying them now ensures key corridors are protected and can be integrated into land use planning and development approvals. The network includes a mix of City and developer delivered projects. In addition to future infrastructure, the Ultimate Road Network maps also document road reclassifications resulting from the Road Classification and Designation Review (discussed below). Ultimate Road Network maps are included in the Capital Infrastructure Plan (Document 1).

Impacts of a Future Bridge in the East (Government of Canada)

The Government of Canada has recently announced its commitment to constructing a new interprovincial bridge over the Ottawa River, connecting Ottawa and Gatineau near Kettle Island. This project aims to reduce interprovincial truck traffic in the downtown and enhance regional mobility by providing an additional crossing in the east. The bridge is planned to be multimodal, accommodating vehicles, public transit, pedestrians, and cyclists. Given the timing of the Federal Government's announcement of this project, it was not included in the TMP modelling. However, a sensitivity test was conducted using the TRANS model to assess the potential impacts of the new crossing on the projects identified in the TMP Capital Infrastructure Plan.

Based on this test, the proposed interprovincial bridge connection between the Aviation Parkway in Ottawa and Montée Paiement in Gatineau is expected to have a notable impact on Ottawa's urban road networks. The model results showed a redistribution of auto volumes across the city, with significant reductions in traffic on existing interprovincial crossings; predominantly the Macdonald-Cartier, Portage, and Chaudière bridges. Traffic volume reductions were also noted on connecting corridors such as King Edward Avenue, St. Patrick Street, Sussex Drive, Vanier Parkway, and McArthur Avenue. At the same time, traffic volumes are expected to increase on corridors leading to the new bridge. This includes the Aviation Parkway, St-Laurent Boulevard, and Sir George Étienne-Cartier Parkway.

The anticipated transit impacts of the Kettle Island interprovincial bridge are more difficult to quantify at this stage, as they will depend on future decisions about how the bridge accommodates transit service. If the bridge includes dedicated infrastructure that enables fast, reliable, and well-connected transit service, it has the potential to increase interprovincial transit trips by improving connectivity between Ottawa and Gatineau. Conversely, if new transit routes are not introduced and the bridge functions primarily as an auto-oriented facility, there is a risk that interprovincial transit ridership could decline due to the added vehicle capacity and travel time advantage for drivers. Further planning and coordination with federal, provincial, and municipal partners will be essential to ensure the bridge supports the City's sustainable transportation goals. As part of the project, and in coordination with the City, it will be the federal government's responsibility to implement mitigation measures that ensure the future crossing does not cause undue stress on the City's networks or adjacent communities.

Ultimately, the sensitivity testing did not identify the need for any modifications to the TMP Capital Infrastructure Plan at this time. However, it did highlight the need to monitor changes in traffic projections – and associated network performance – as the

planning for the bridge project progresses. The City will continue to be a key stakeholder on this project.

Finally, the City of Ottawa and its partners will also work together to explore opportunities for improving the public realm and active transportation facilities on King Edward Avenue. The design details and timing of implementation will be determined in coordination with work on the new interprovincial crossing.

Road Classification and Designation Review

As part of the TMP update, a Road Classification and Designation Review was undertaken to ensure that roadway classifications reflect the intended function of the road within both urban and rural contexts. A road's classification has an impact on how it's designed, operated, and maintained. As a result, reclassification of a road may result in changes to winter maintenance standards, road repairs, and the width of the required right-of-way. Generally, higher order roads receive more frequent maintenance, protect for a wider right-of-way, and are eligible for the implementation of active-transportation facilities at the time of reconstruction. Road classifications under the purview of the City of Ottawa are Local, Collector, Major Collector, and Arterial.

The review included two main components. First, a functional classification review was conducted for select rural and urban roads flagged for investigation, as well as an overall review of the rural road network based on OP Schedule C9 (Rural Road Network). This process involved establishing clear criteria for classifying roads by function. It revealed that many rural roads are classified based on outdated, pre-amalgamation standards. In total, 57 road segments are proposed to be redesignated, with the majority (49 out of 57) being rural collector segments that would be downgraded to local roads, more in-line with their function as local access streets. These changes help align maintenance priorities with function and reduce right-of-way protection requirements, thereby lessening land impacts for property owners at the time of redevelopment or severance.

The second component of this review examined the potential redesignation of the Vanier Parkway as an Urban Mainstreet, as directed by Council. The analysis considered typical mainstreet characteristics and evaluated the development potential of adjacent lots and zoning. It concluded that lot depths along the Vanier Parkway are generally insufficient to support redevelopment patterns consistent with a vibrant, pedestrian-oriented mainstreet, and that a redesignation would not likely attract the density or diversity of uses needed to function as such. Accordingly, it is recommended that the current designation of the Vanier Parkway be retained. While not recommended for a mainstreet designation, over time Vanier Parkway is expected to evolve into a

complete street with sidewalks and cycling facilities to facilitate all forms of transportation, in line with its founding covenants as described in the Vanier Parkway Agreement of 1974. As part of this evolution, opportunities to reduce the speed limit could be explored as part of the upcoming speed zoning policy update.

The updated road classifications and designations are reflected in the Ultimate Road Network maps included in the Capital Infrastructure Plan (Document 1).

Road Right-of-Way (ROW) Protection Updates

The Official Plan's Schedule C16 *Road Classification and Rights-of-Way Protection* identifies the ROW widths that the City may acquire for roads, where additional space is required for future transportation infrastructure. The additional right-of-way may be used for new transit lanes, vehicle lanes, active transportation facilities, boulevards, trees, or other street design requirements.

The TMP Part 2 included a review of ROW protections, focusing on select arterial roads in the urban area and villages. The objective of this review was to update Ottawa's ROW protections to meet the latest design standards for roadway and road-edge elements while minimizing ROW requirements where possible. This approach supports efficient land use, prioritizes high-quality urban design, and maintains flexibility where desirable ROW widths may not be feasible.

The review considered 125 arterial road segments. Each segment was assessed based on a set of standard cross-sections combined with analysis of the context of the corridor. In general, the recommended ROW protection is based on the applicable cross-section. However, where significant constraints were identified over an extended portion of the road segment, a reduction in the desired ROW was considered, recognizing that trade-offs will likely be required during subsequent corridor planning and design to determine an appropriate cross-section. Approximately 34 per cent of the evaluated segments are recommended for a decrease in ROW protection to maximize land use efficiency, while about 52 per cent require new or increased ROW protection, and 14 per cent remain unchanged. The results reflect a balance between achieving mobility objectives and accommodating localized constraints.

Staff are finalizing a criteria-based framework to allow reduced ROW protections for rural roads located outside of villages. Modest reductions would be permitted where they address practical considerations, such as avoiding lateral jogs or minimizing impacts on prime agricultural land, provided all safety and infrastructure requirements can still be met. This policy direction will be formalized through the upcoming Official Plan amendment.

The recommended changes to OP Schedule C16 are documented in Document 3 and also include some adjustments to policies within the document. Following approval of the TMP Capital Infrastructure Plan, these changes will be incorporated into the OP through an Official Plan Amendment.

Active Transportation Project Prioritization

In Part 1 of the TMP completed in April 2023, Council approved over 240 retrofit walking and cycling projects to be implemented between 2023 and 2046. These 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).

In Part 2 of the TMP, staff evaluated the approved list of active transportation projects and identified the projects to be implemented in the first phase, over the next seven to ten years. Projects were prioritized based on several criteria including:

- Coordination opportunities – Where projects overlap geographically with other planned works, coordination is critical to achieve cost-efficiencies, allowing the City to build a greater number of facilities at lower overall cost. Coordination of projects also reduces the impact to residents by minimizing disruption during construction.

- Potential to support new trips by active transportation – Projects that are expected to be most effective in supporting a shift to walking and cycling will be implemented as early as practicable within the plan. Projects were assessed based on: connectivity to destinations such as schools or transit; contribution to the overall active transportation network; and improvements to safety and/or comfort.

- Cost and ease of implementation – Projects that have a lower relative cost, and/or are easier to implement compared to other projects with similar characteristics, can help accelerate the expansion of the City's walking and cycling networks.

- Equity lens – Projects in TMP Equity Priority Neighbourhoods have been selected ahead of other projects where the projects have similar mode shift potential and cost or ease of implementation.

The estimated capital cost for the Active Transportation Projects is $350- million.

Finally, it is noted that City Council has approved three modifications to the Active Transportation Project List since it was approved in 2023. These changes are reflected in the revised project list appended to the Capital Infrastructure Plan (Document 1) and include:

- addition of the Tremblay to Terminal pathway connection;
- addition of Princess Patricia Way/Queen Elizabeth Driveway active transportation improvements; and
- removal of McBean Street as a cycling facilities project.

The Active Transportation Project List appended to the Capital Infrastructure Plan (Document 1) replaces the previous list that was approved in April 2023.

Network Performance Metrics

The OP sets an ambitious target of having the majority of trips in Ottawa made by sustainable modes of travel (walking, cycling, transit, and car-pooling) by 2046. According to the 2022 Origin-Destination Survey, sustainable modes currently account for 43.4 per cent of daily trips, highlighting the need for a significant shift in travel behaviour over the next two decades as the city continues to grow.

The Priority Road and Transit Networks identified in the Capital Infrastructure Plan (Document 1) are comprised of projects included in the City's long-term financial plans, as well as projects funded by others including the Stage 3 O-Train extensions and the STO Tramway. The Priority Network projects, in conjunction with the Active Transportation Projects, are forecast to result in a daily sustainable mode share of 48 per cent by 2046.

Achieving a 48 per cent mode share by 2046 represents a substantial shift in how people move around the City. While Ottawa's population is projected to grow by approximately 25 per cent between 2025 and 2046, transit ridership is forecast to increase by 59 per cent - more than double the rate of population growth. This highlights the transformative impact of the TMP's recommended investments and policies in shifting travel behaviour toward more sustainable modes. It also underscores the importance of sustained investment in transit infrastructure, service improvements, and active transportation facilities to meet the City's Official Plan goals.

Achieving the Official Plan's 50 per cent sustainable mode share target will require additional investment beyond the Priority Networks. Factors that would contribute to achieving additional mode shift include: increasing transit service hours, advancing additional transit projects from the Needs-Based Transit Network, expanding active

transportation infrastructure, exceeding the Official Plan projections for transit-oriented development, and enhancing or implementing programs and initiatives to encourage the use of sustainable modes. These all require additional funding to implement.

Further details on network performance such as projected mode share, GHG emissions, auto vehicle kilometres/hours traveled, and transit passenger kilometres/hours traveled are provided in the Capital Infrastructure Plan (Document 1).

Implementation and Next Steps

Following Council approval of TMP Part 2, implementation will proceed through several key actions:

- **Tax and Transit Long Range Financial Plans:** The Long Range Financial Plans that are currently being updated, will reflect the priority network financial requirements and assumptions described in this report. These plans will recommend a funding strategy within acceptable affordability parameters.
- **Development Charges Background Study Update:** The projects identified in the Priority Transit and Road Networks will inform the next update to the City's Development Charges Background Study, ensuring growth-related costs are appropriately allocated to future development.
- **Official Plan Amendments:** Schedules and designations in the Official Plan will be updated to reflect the revised road classifications, right-of-way protections, and the updated road and transit networks. These updates will ensure long-term corridor protection and land use alignment.
- **Submission to Federal/Provincial Funding Programs:** Components of the TMP, particularly those in the Priority Transit Network and Active Transportation Project List, will form the basis of an Integrated Regional Plan to be submitted to the Canada Public Transit Fund. Funding for implementation of the Stage 3 O-Train extensions will also be pursued. The City will aim to maximize investment from other levels of government to support the advancement of major transit and road projects.
- **Annual Budget and Capital Planning:** Projects in the Priority Road and Transit Networks will be brought forward incrementally through the City's annual capital budget process. Project timing will be determined based on funding availability, development pacing, coordination with other capital works, and project readiness.

- **Project Implementation Process:** Once a project is identified in the TMP and prioritized for funding, it proceeds through the City's design and delivery process. This includes completing functional design or Environmental Assessment (EA) studies, followed by detailed design, property acquisition where necessary, and construction. In addition to the key actions identified above, TMP Part 2 will also be used to guide corridor protection and project coordination through development review and support ongoing collaboration with agencies such as the NCC, STO, MTO, and PSPC.

The City is committed to monitoring transportation trends, development patterns, and travel behaviour over time. Following the upcoming Official Plan growth projection and land supply update, a subsequent review of the TMP will be undertaken to assess whether an update is needed to reflect revised growth expectations and ensure continued alignment with citywide planning objectives and observed travel trends.

FINANCIAL IMPLICATIONS

The Transportation Master Plan (TMP) Capital Infrastructure Plan is coordinated with the City's Long-Range Financial Plans (LRFP) and will proceed through the City's annual capital budget process. Project timing will be determined based on funding availability, development pacing, coordination with other capital works, and project readiness. The LRFPs that are currently being updated, will reflect the priority network financial requirements and assumptions described in this report. These plans will recommend a funding strategy within acceptable affordability parameters. Both the LRFP and TMP will inform future updates to the Development Charges Background Study and Official Plan.

The financial implications are significant with substantial capital costs and the associated funding considerations. Below is a breakdown of the estimated capital costs in 2024 dollars.

Capital Infrastructure Plan Capital Cost Summary:

Network	Capital Cost
Needs-Based Transit Network	$4.5 billion + $8.3 billion from other levels of government for Stage 3 O-Train
Priority Transit Network	$2.3 billion + $8.3 billion from other levels of government for Stage 3 O-Train
Needs Based Road Network	$2.8 billion
Priority Road Network	$1.6 billion
Active Transportation Projects	$350 million

Within the Priority Transit Network, a subset of City-led projects is recommended for the first ten years of funding from the Canada Public Transit Fund.

The required funding for Stage 3 O-Train extensions will be provided by higher levels of government. Given affordability constraints, the Stage 3 O-Train extensions are recommended for phased implementation beyond the first ten years of funding that could be available from the Canada Public Transit Fund. Even with 100 per cent capital funding, the operating costs of Stage 3 are very significant and are not expected to be substantially offset by increased fare revenue from these extensions.

LEGAL IMPLICATIONS

There are no legal impediments to the adoption of the recommendations in this report. Amendments to the Official Plan and to the Development Charges By-law pursuant to recommendations 3 and 4 will be subject to appeal to the Ontario Land Tribunal.

ADVISORY COMMITTEE(S) COMMENTS

As part of the Phase 5 consultations, a presentation on the draft Capital Infrastructure Plan was made to the Accessibility Advisory Committee on April 15, 2025. No concerns or comments were provided.

CONSULTATION

The project team has consulted broadly with residents and stakeholders over the course of the TMP update through a total of five major consultation phases. Consultation phases 1-3 were summarized in the TMP Part 1 report to Committee and Council in spring 2023. Phase 4 and 5 consultations focused on the development of the Capital Infrastructure Plan and have been summarized below, with the full consultation summary reports provided in Documents 4 and 5.

Phase 4 consultation was undertaken between June and August 2024. During this phase, residents were invited to tell the City about the issues they experience while travelling by car or transit, along with their transportation investment priorities. The *Transportation Trends Report* and *Needs, Opportunities and Uncertainty Report* were also made available for comment. Feedback was collected by means of a pair of online surveys: the first allowed residents to tag locations with transportation challenges on a virtual map, and the second solicited opinions on transportation investment priorities. A total of 4,526 pins were placed on the virtual map by residents, while 1,108 responses were provided on investment priorities. A survey was also conducted in Equity Priority Neighbourhoods to better understand the transportation needs of these communities.

Phase 4 consultation comments received covered a broad range of themes, including congestion reduction, expanded and more frequent transit, multi-modal connectivity, and safety for all road users. The locations of specific transit and auto-related concerns identified by residents were cross-checked against the modelling results. The surveys also indicated broad-based support for investment in all modes of transportation.

In addition, fifteen "pop-up" engagement booths were offered across the city, including in rural areas, to give residents an opportunity to learn about the TMP and provide input. A virtual public consultation session was also held.

Phase 5 consultation were undertaken in April and May 2025. Through these consultations, the City invited comments on several reports which present the projects and networks within the Capital Infrastructure Plan. These include the *Highlights Report, Travel Outlooks Report, Transit Network Development Report*, *Road Network Development Report*, *Road Classification and Designation Review Report, and Arterial Right-of-Way Protection Review Report*. The phase 5 consultation process included eight open houses (four in-person and four virtual) where residents could view the draft Capital Infrastructure Plan and engage with City staff. Online engagement also included two surveys: an interactive map-based survey focused on road and transit projects in the Priority Networks, and a series of questionnaires that gathered feedback on transit, road, and active transportation priorities, as well as the road classification review and arterial right-of-way protection update. A total of 803 pins were placed on the virtual maps by residents, while 434 responses were provided from the questionnaires.

Public feedback received through the Phase 5 consultation process included significant support for advancing transit and road infrastructure projects in the east end as soon as possible, particularly the Cumberland Transitway and Brian Coburn Widening projects. Participants also expressed broad approval for the recommended rapid transit projects on Baseline, Carling, and Merivale roads, and for the inclusion of transit priority corridors and additional improvements to high-ridership segments. Road Urbanization and Mainstreet Improvement Projects were similarly well-received, with requests for more projects to be included. Feedback on the proposed widening of the Airport Parkway (from Brookfield to Hunt Club) was mixed, with support for the project and concerns about potential negative downstream impacts. There was strong support for Active Transportation Projects, with numerous comments on their proposed prioritization. Feedback received was instrumental in refining the proposed projects, priorities, and networks. Revisions are summarized in the Phase 5 Changes Report (Document 6).

Phase 4 and 5 consultations also included engagement with a broad range of internal and external stakeholders. Meetings were held with the Agency Consultation Group

(municipal, provincial, and federal agencies, conservation authorities, and utility companies), as well as Business and Community Consultation Groups (large employers and institutions, business groups, community associations, advocacy groups, and equity deserving groups).

As part of Phase 5 consultations, the City engaged directly with the NCC on the draft Capital Infrastructure Plan. The NCC provided several key comments related to its ongoing priorities and role in regional planning.

The NCC is advancing the federal government's *Public Lands for Homes* initiative by facilitating the redevelopment of both NCC-owned and federally-owned lands across the National Capital Region. In this context, the NCC is supportive of municipal transportation projects that will assist in the delivery of housing development on these lands. This includes support for the proposed new road in the Hurdman Transit-Oriented Development area, a Phase 1 project in the TMP Priority Road Network. However, the NCC does not support the Preston Street Extension (Albert Street to Wellington Street), which is currently part of the Needs-Based Road Network, and recommends the project be replaced with a pedestrian and cycling bridge over the O-Train tracks.

The NCC is supportive of the Cumberland Transitway and Brian Coburn Extension alignments that align more closely with Options 1 and 4 from the Environmental Assessment. The NCC also supports the removal of the Walkley-Hunt Club link from the Needs-Based Road Network and looks forward to collaborating on future planning and the Environmental Assessment update for the Eastern Connectivity in the Innes-Walkley Area project.

Following Council approval of the TMP Capital Infrastructure Plan, the City and the NCC will initiate the update to the Joint Study to Assess Cumulative Effects of Transportation Infrastructure which will evaluate the impacts of TMP projects on Greenbelt lands. In accordance with the *National Capital Act* and the *Impact Assessment Act*, individual TMP projects that affect federally-owned lands will also require federal approvals.

Stakeholders and the public also actively used the TMP Inbox to e-mail questions and comments to the project team throughout the project.

Consultation materials were made available on the City's project website and promoted broadly. Consultation opportunities were advertised through newspapers, emails, social media campaigns, and physical posters on community bulletin boards, in community centres, in arenas and libraries, and inside OC Transpo buses.

ACCESSIBILITY IMPACTS

The TMP reinforces the commitment by the City to ensure its transportation system is

designed, operated and maintained to ensure accessibility. The projects identified for implementation in the Capital Infrastructure Plan 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.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program objectives. The implementation of the CAM 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 residents. This is done in a socially, culturally, environmentally and economically conscious manner.

When the City commits to the construction or acquisition of new assets, consideration must also be given to the City's commitment to fund future operations, maintenance, and renewal costs. It must also account for future depreciation when reviewing long-term financial sustainability. When reviewing the long-term impacts of asset acquisition, it is useful to consider the cumulative value and lifecycle costing of the acquired assets being taken on by the City.

This report includes recommendations that will significantly impact the City's inventory of transportation and transit assets to be managed. Once fully implemented, the TMP Part 2 Priority Networks will add approximately:

- 43 kilometres of O-Train tracks (Stage 3 extensions)
- 111 lane-kilometres of Transitway and continuous bus lanes
- 68 lane-kilometres of road widenings and new roads or road extensions
- 78 lane-kilometres of Road Urbanization and Mainstreet Improvement Projects
- 48 kilometres of sidewalks
- 18 kilometres of pathways
- 151 kilometres of cycling facilities

Constructing these new assets will require upfront capital investments and will introduce ongoing operations and maintenance costs to ensure they deliver their intended levels of service. These estimated future lifecycle costs are summarized below. Note that the operations costs shown include typical right-of-way operational activities (sweeping;

snow clearing; curb, gutter, culvert and ditch clearing), and that not all of the potential costs are captured (such as culvert, bridge and guiderail maintenance).

Estimated Capital and Operations Costs for the Capital Infrastructure Plan:

Item	Capital Costs	Increase in Annual Operations Costs	Total Increase in Annual Operations Costs at 2046
Stage 3 O-Train extensions	$8.3B (see note 1)	Refer to Transit Long Range Financial Plan	
Transitway	$1.5B	Refer to Transit Long Range Financial Plan	
Priority Road Network (including continuous bus lanes)	$2.2B	$7,400 per lane-km	$1,391,200
Sidewalks	$350M	$6,800 per km	$326,400
Pathways and cycling facilities		$1,300 per km	$219,700

Note 1: The capital costs for Stage 3 O-Train extensions are expected to be fully funded by other levels of government.

In addition to the operations costs shown in the table above, paved roads are also subject to the following typical lifecycle costs for maintenance.

Estimated Lifecycle Maintenance Costs for Paved Roads:

Lifecycle Activity	Typical Timing After Initial Construction	Typical Cost per Lane-kilometre		
		Arterials & Collectors	Locals	Transitway
Crack sealing	Year 7	$24,500 per lane-km	$17,500 per lane-km	$45,000 per lane-km
Minor rehabilitation (mill and overlay)	Year 15	$262,500 per lane-km	$227,500 per lane-km	$499,500 per lane-km
Crack sealing	Year 18	$24,500 per lane-km	$17,500 per lane-km	$45,000 per lane-km

Minor rehabilitation (mill and overlay)	Year 30	$262,500 per lane-km	$227,500 per lane-km	$499,500 per lane-km
Crack sealing	Year 33	$24,500 per lane-km	$17,500 per lane-km	$45,000 per lane-km
Major rehabilitation (full depth mill and overlay)	Year 45	$297,500 per lane-km	$280,000 per lane-km	$720,000 per lane-km

New roads will also incur maintenance costs for pruning of trees located within the right-of-way. These costs vary and can be difficult to estimate, but for a new Arterial or Collector road where trees are planted in higher densities on both sides of the road (approximately 200 trees per kilometre), the average annual maintenance cost over a 20-year timeframe can be in the order of $8,800 per kilometre per year.

The Capital Infrastructure Plan does not provide a detailed year-by-year implementation plan, so it’s not possible to precisely forecast total future operations and maintenance costs. Actual costs will vary based on the timing of implementation of specific capital projects and will be identified annually as new budget pressures through the annual budget process.

The new transit and transportation infrastructure from the TMP Part 2 will be incorporated into the analysis and financial forecasts in future updates of the Transportation Services and Transit Asset Management Plans.

Implementation of the Capital Infrastructure Plan provides an opportunity to coordinate the timing and construction of growth-related water and wastewater trunk servicing projects identified in the Infrastructure Master Plan. Other growth-related planning studies, such as Master Servicing Studies completed in support of Community Design Plans in Urban Expansion areas, are also coordinated with future TMP projects, for example, by factoring future stormwater management requirements.

CLIMATE IMPLICATIONS

Ottawa’s Climate Change Master Plan and OP both set ambitious targets to achieve net-zero GHG emissions by 2050. Achieving this goal requires a major shift away from private vehicle use toward more sustainable modes of transportation. The TMP is a key implementation tool to support this shift. The TMP Capital Infrastructure Plan contributes to climate mitigation by identifying transit, walking, and cycling investments that make sustainable travel more accessible, convenient, and competitive across the City.

In line with the “transit first” approach, TMP Part 2 identifies a Needs-Based Transit Network that expands rapid transit infrastructure to serve growing areas, improve service reliability, and shift travel away from single-occupancy vehicles. The Plan prioritizes critical active transportation projects, with a focus on short trips, first/last kilometre connections to transit, and improved access in Equity Priority Neighbourhoods.

Road projects were evaluated using the Council-approved prioritization framework, which includes climate-related scoring criteria. The project score considered the potential for induced auto demand and associated GHG emissions, which had an impact on prioritization.

The Capital Infrastructure Plan discusses the overall impact of transportation system investments on GHG emissions and their contribution to the City’s GHG reduction targets. Additional information related to this can be found in Document 1.

ECONOMIC IMPLICATIONS

In accordance with the OP’s aim to make Ottawa the most liveable mid-sized city in North America, the TMP Part 1 included a number of policies to support economic development, including building an efficient and dependable transportation system, addressing the movement of people and goods within the City and beyond, and creating vibrant, walkable streets where businesses can thrive. The projects in the TMP Capital Infrastructure Plan are expected to support economic development by supporting the City’s special districts, creating vibrant mainstreets, enabling goods movements, and supporting the OP objectives for 15-minute neighbourhoods.

Economic impacts have been incorporated into the TMP Part 2 through the Transit and Road Prioritization Frameworks. Transit projects which are in proximity to major destinations (OP Special Districts, Special Economic Districts, Design Priority Areas, and Large-scale Institutions and Facilities) scored higher under the City-Building criterion. Road project scoring and prioritization considered factors such as goods movement, access to major destinations, and the ability to open up new development lands. Additionally, the Mainstreet Improvement projects that are identified in the Plan are intended to upgrade corridors in Design Priority Areas. While these projects are primarily intended to support intensification, they also support placemaking and economic development.

ENVIRONMENTAL IMPLICATIONS

The TMP’s focus on sustainable modes of travel will generate positive impacts on the environment, primarily by reducing the proportion of single-occupant vehicle trips.

Improved transit and active transportation also support intensification, reducing the environmental impacts of more sprawling development.

The Transit and Road Prioritization Frameworks include metrics to measure the impact of projects on natural systems. Projects that run through key environmental areas such as wetlands, the Greenbelt and urban natural features were scored lower. Projects that repurposed space on existing roadways for transit use scored highest.

Provincial and Federal Environmental Assessment (EA) legislation requires the City to identify and mitigate the impacts of transportation projects on all aspects of the environment. The TMP and its background technical reports will become supporting documents for future EAs for specific transit and road projects (where EAs have not already been completed). The EA studies will assess environmental impacts and recommend mitigation measures for each project, applying contemporary planning, engineering, and environmental best practices.

Following the approval of the Capital Infrastructure Plan, the City and the NCC intend to conduct a cumulative effects study to assess the impacts of approved transportation projects on Canada's Capital Greenbelt.

INDIGENOUS GENDER AND EQUITY IMPLICATIONS

TMP Part 1 established a strong equity foundation aligned with the OP's policies to build a more inclusive and equitable City. TMP Part 2 builds on that foundation through targeted engagement, project evaluation methods, and geographic equity analysis.

As part of the City's commitment to Indigenous engagement, letters were sent to Indigenous communities and organizations in 2024 and 2025 in advance of the Phase 4 and Phase 5 consultations to inform them of the TMP update and invite input into the planning process. While no formal submissions were received, the City will continue to build relationships and remains open to dialogue as planning progresses.

Equity-deserving populations were also directly engaged during Phase 4 consultation through a targeted survey conducted in Equity Priority Neighbourhoods. Further, the evaluation of transit and road projects incorporated equity-related criteria as part of the approved Transit and Road Prioritization Frameworks.

Urbanization and Mainstreet Improvement Projects were also reviewed to ensure an appropriate distribution within Equity Priority Neighbourhoods. The prioritization of active transportation projects similarly considered proximity to Equity Priority Neighbourhoods, schools, and community destinations, with the goal of improving access to sustainable and affordable travel options.

Together, these efforts reflect a sustained commitment to equity, inclusion, and reconciliation throughout the TMP update process.

RISK MANAGEMENT IMPLICATIONS

There are no risk implications.

RURAL IMPLICATIONS

The Priority Road Network includes several critical projects that serve rural residents, such as the widening of Carp Road, March Road, and Old Montreal Road, along with road projects within Rural Villages. These projects are designed to improve connectivity to regional destinations, support local economic development, and enhance safety and access to key rural services and amenities.

In addition, the TMP introduces transit network extensions that bring rapid transit services closer to the rural area, supporting increased travel options. Rural residents will also benefit from expanded park and ride facilities at locations such as Hazeldean, Bowesville, and Leitrim, improving access to the transit network.

Active transportation improvements continue to be prioritized, with seven pedestrian and cycling projects identified for the first phase of implementation in rural Villages to improve safety and promote short community trips by walking or cycling.

Furthermore, the Capital Infrastructure Plan includes a review of rural road classifications and right-of-way protections. This has resulted in the downgrading of certain rural road segments from collector to local status. This better reflects their primary function of property access rather than traffic movement and reduces right-of-way protection requirements where appropriate. The right-of-way for Collectors and Major Collectors in rural areas outside of villages has been reduced from 26 m to 24 m. This decreases dedication requirements for severances and allows for 3:1 embankment slopes in lieu of 4:1 slopes. These changes help minimize impacts on rural properties, making it easier for landowners to retain more usable land when developing or severing lots.

Finally, in additional to the networks and projects identified in the Capital Infrastructure Plan, safety remains a key focus for the rural area. The City’s Strategic Road Safety Action Plan identifies rural roads as one of four emphasis areas. Intersection control measures and traffic safety improvements will also continue to be implemented, with consideration given to the needs of agricultural vehicles and consultation with the rural community.

TERM OF COUNCIL PRIORITIES

The recommendations in this report align with the following 2023-2026 Term of Council Strategic Priorities:

- A city that is more connected with reliable, safe and accessible mobility options
- A city that it is green and resilient
- A city with a diversified and prosperous economy

SUPPORTING DOCUMENTATION

Document 1	Transportation Master Plan Capital Infrastructure Plan
Document 2	New Network Modification Program Projects and Transit Priority Projects
Document 3	Revisions to Official Plan Schedule C16
Document 4	Phase 4 Consultation Summary Report
Document 5	Phase 5 Consultation Summary Report
Document 6	Phase 5 Changes Report

DISPOSITION

Upon Council approval of this report, the Planning, Development and Building Services Department will finalize the TMP Part 2 documents to include any changes made by Public Works and Infrastructure 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.