

4. Transportation Master Plan, Ottawa Pedestrian Plan, and Ottawa Cycling Plan – Scope of Work for the Review and Update

Plan directeur des transports, Plan de la circulation piétonnière d'Ottawa et Plan sur le cyclisme d'Ottawa – Portée de l'examen et de la mise à jour

COMMITTEE RECOMMENDATION

That Council approve the approach, scope and timing for the review and update of the Transportation Master Plan (TMP), Ottawa Pedestrian Plan (OPP), and Ottawa Cycling Plan (OCP), as detailed in this report.

RECOMMANDATION DU COMITÉ

Que le Conseil approuve l'approche, la portée et l'échéancier de l'examen et de la mise à jour du Plan directeur des transports (PDT), du Plan de la circulation piétonnière d'Ottawa (PCP), et du Plan sur le cyclisme d'Ottawa (PCO), comme décrit dans le présent rapport.

FOR THE INFORMATION OF COUNCIL

The Committee approved the following Direction to Staff:

Direction that as part of the strategic directions: That the TMP review consider all new road building and road extensions through a climate lens, acknowledge the concept of 'induced demand', and ensure cost-benefit/ TDM best practices for Ottawa to reduce car dependency.

POUR LA GOUVERNE DU CONSEIL

Le Comité a donné l'instruction suivante au personnel :

Dans le cadre des orientations stratégiques, que le personnel, lors de l'examen du PDT, envisage tout nouvel aménagement ou tout prolongement de routes dans l'optique des changements climatiques, tienne compte du concept de « demande induite » et veille à la réalisation d'analyses coûts-avantages et à l'adoption de pratiques exemplaires en matière de gestion de la demande en transport en vue de réduire la dépendance aux automobiles.

DOCUMENTATION / DOCUMENTATION

1. General Manager's report, Transportation Services Department, dated 27 May 2019 (ACS2019-TSD-TRF-0005)

 Rapport du Directeur général, Direction générale des transports, daté le 27 mai 2019 (ACS2019-TSD-TRF-0005)
2. Extract of Draft Minute, Transportation Committee, 5 June 2019.

 Extrait de l'ébauche du procès-verbal de la Comité des transports, le 5 juin 2019.

Report to
Rapport au:

Transportation Committee
Comité des transports
5 June 2019 / 5 juin 2019

and Council
et au Conseil
12 June 2019 / 12 juin 2019

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Ward: CITY WIDE / À L'ÉCHELLE DE LA File Number: ACS2019-TSD-TRF-0005
VILLE

SUBJECT: Transportation Master Plan, Ottawa Pedestrian Plan, and Ottawa
Cycling Plan – Scope of Work for the Review and Update

OBJET: Plan directeur des transports, Plan de la circulation piétonnière
d'Ottawa et Plan sur le cyclisme d'Ottawa – Portée de l'examen et de
la mise à jour

REPORT RECOMMENDATION

That Transportation Committee recommend that Council approve the approach, scope and timing for the review and update of the Transportation Master Plan (TMP), Ottawa Pedestrian Plan (OPP), and Ottawa Cycling Plan (OCP), as detailed in this report.

RECOMMANDATION DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver l'approche, la portée et l'échéancier de l'examen et de la mise à jour du Plan directeur des transports (PDT), du Plan de la circulation piétonnière d'Ottawa (PCP), et du Plan sur le cyclisme d'Ottawa (PCO), comme décrit dans le présent rapport.

EXECUTIVE SUMMARY

Assumption and Analysis

The 2013 Transportation Master Plan (TMP) and the accompanying Ottawa Pedestrian Plan (OPP) and Ottawa Cycling Plan (OCP) need to be updated and completed for Council approval in 2022. The purpose of this report is to describe the approach, scope, and timing for this work.

The TMP Update is a comprehensive and multi-year planning exercise, undertaken in conjunction with the Official Plan (OP) review, to set the vision for Ottawa's future growth and to identify the required transportation network, for all modes. Based on the interdependencies between the TMP Update, the new OP, and the Origin-Destination (OD) Survey, this report recommends a work program that will deliver a full TMP Update by Q2 2022.

Financial Implications

Funds for the TMP Update are available in capital accounts 908751 (2018 Transportation Master Plan), 909460 (2019 Transportation Master Plan), 908552 (2019 Origin Destination Survey -Transit), and 906542 (2019 Origin Destination Survey - Roads).

Public Consultation/Input

The TMP Update work program will follow the prescribed process for a Municipal Class

Environmental Assessment for Master Plans, which includes requirements for notification and consultation with the public and other stakeholders throughout the planning process. The consultation program will include public open houses, stakeholder meetings, direct engagement with stakeholders, and online consultation.

RÉSUMÉ

Hypothèses et analyse

Le Plan directeur des transports (PDT) de 2013 et les plans connexes de la circulation piétonnière d'Ottawa (PCP) et sur le cyclisme d'Ottawa (PCO) doivent être mis à jour et achevés aux fins d'approbation du Conseil en 2022. Le présent rapport vise à décrire l'approche, la portée et l'échéancier adoptés pour ce travail.

La mise à jour du PDT est une initiative de planification pluriannuelle complète qui aura lieu en parallèle avec la révision du Plan officiel (PO), pour orienter la vision de la croissance d'Ottawa et définir les besoins du réseau de transport, pour tous les modes de transport. Vu les liens d'interdépendance entre la mise à jour du PDT, le nouveau PO et l'enquête Origine-Destination, le présent rapport recommande un programme de travail qui aboutira en une mise à jour complète du PDT d'ici le deuxième trimestre de 2022.

Répercussions financières

Les fonds pour la mise à jour du PDT sont disponibles dans les comptes de capital suivants : 908751 (Plan directeur des transports de 2018), 909460 (Plan directeur des transports de 2019), 908552 (enquête Origine-Destination de 2019 – Transport en commun) et 906542 (enquête Origine-Destination de 2019 – Routes).

Consultation publique/commentaires

Le programme de travail pour la mise à jour du PDT sera conforme au processus d'évaluation environnementale municipale de portée générale pour les plans directeurs, qui exige notamment d'aviser et de consulter le public et les autres intervenants lors du processus de planification. Le programme de consultation comprend des réunions portes ouvertes, des réunions avec les intervenants, la sollicitation directe des intervenants et un processus en ligne.

BACKGROUND

The Transportation Master Plan (TMP), Ottawa Pedestrian Plan (OPP) and the Ottawa Cycling Plan (OCP), described below, set Ottawa's vision for a sustainable and connected transportation network in support Council's vision for a livable Ottawa:

- The TMP sets the strategic direction for developing the City's transportation system. It identifies the transportation facilities (primarily arterial roads and transit) and services that the City of Ottawa requires to serve the projected future population, identified through the Official Plan (OP). It supports the growth management strategies of the City's OP, gives direction to the City's day-to-day transportation programs, and informs budget and long-range financial planning. The strategic directions in the TMP are expounded in supporting plans and strategies, such as the OPP and OCP.
- The OPP is a long-term strategy accompanying the TMP to develop, strengthen, and support walking as the basic transportation mode. It identifies and recommends changes in infrastructure, policies, and programs that are consistent with the OP and TMP with the goal to encourage more people to walk more often.
- The OCP is another long-term companion document that describes the strategy to make cycling safer and more attractive to users of all ages and abilities. It includes an implementation plan for cycling network infrastructure, program initiatives, and associated costs.

Together, these documents support the City's OP, which will be reviewed and updated concurrently for Council approval in 2021. The new OP will include updated population projections and may identify land needs that directly impact forecasted travel patterns and mode choice, and thus future transportation and infrastructure needs. The TMP Update will reflect these new projections, as well as the OP's new horizon year of 2046.

The TMP Update will be informed by many studies that have been completed since the 2013 TMP (e.g. Ottawa Next: Beyond 2036 study, Building Better and Smarter Suburbs study, Community Design Plans, Secondary Plans, transportation-related Environmental Assessments), as well as changes to capital works plans since 2013 (e.g. Stage 2 LRT extensions to Moodie Drive, Trim Road, Limebank Road, and the

Ottawa International Airport).

The TMP Update will also address the following Council resolutions and directions that have occurred since 2013:

- Fully assess the feasibility and relative priority of a bus rapid transit (BRT) investment to connect Riverside South to Barrhaven Town Centre at the earliest opportunity, respecting the affordability model established within the 2011 Long-Range Financial Plan for Transit, and include a review of projects currently within the Affordable Rapid Transit and Transit Priority Network (MOTION NO. 15/9, 8 July 2015);
- Address the potential impacts on future travel trends and infrastructure needs of technological advancements, especially disruptive technologies, coupled with ongoing demographic and behavioural changes, and identify City planning policies that would maximize the benefits of new technologies, while minimizing the potential negative impacts (Council Member Inquiry OCC-04-16, 28 September 2016);
- Fully assess the feasibility and relative priority of converting the Southwest Transitway from bus rapid transit (BRT) to light rail transit (LRT) to connect Barrhaven to the Confederation Line at the earliest opportunity, including options for implementation staging (such as interim BRT improvements) and the identification of other rapid transit supportive facilities to serve Barrhaven residents (such as park and ride lots) (MOTION 47/3, 8 March 2017);
- Continue to work with our counterparts in the City of Gatineau to explore potential enhancements to public transit and active mobility connections between Ottawa and Gatineau, including, but not limited to, the future use of the Prince of Wales Bridge (MOTION 47/5, 8 March 2017);
- Review the priorities and standards for maximizing walkability and improving pedestrian safety, specifically including a review of sidewalk winter maintenance policies in consultation with the Public Works and Environmental Services Department (Council Member Inquiry TRC 06-18, 3 October 2018); and
- Address any issues stemming from the Declaration of Climate Emergency (ACS2019-CCS-ENV-0005, 24 April 2019).

In addition to integrating the outcomes of the OP Review, the TMP Update will also be aligned with other relevant ongoing initiatives such as the refresh of the City's Strategic Road Safety Action Plan.

DISCUSSION

Overview of TMP Update Work Program

The TMP Update is a comprehensive and multi-year planning exercise. This report outlines a work program that would deliver a full TMP Update by Q2 2022. The OPP and OCP will be updated concurrently with the TMP. An overview of the work program is provided in this section. Other important elements of the complete scope of work (e.g. strategic directions and emerging issues) are described in subsequent sections of the report.

There are a number of reasons why this scoping report is coming forward now for Transportation Committee and Council's approval. First, the OP Review is underway with planned completion on an accelerated schedule by Q1 2021, ahead of the TMP Update. Coordination between the OP and TMP is critical, given the interdependencies between transportation and land use planning, and so efforts will be coordinated where it matters most (e.g. urban boundary scenarios, policies). Second, the opening of the Confederation Line will result in changes to travel patterns that will be captured in the next Origin-Destination Survey, planned for Fall 2020. This will provide the data needed to update the modelling, trends analysis, and forecasting in the TMP.

The TMP Update work program is therefore planned in two main parts to ensure coordination with the OP Review within its accelerated schedule without compromising the more detailed planning work that will underpin long-range plans for Ottawa's future.

Part A: TMP / OP Coordination

The analysis, policy development and creation of transportation related schedules to support the new OP will be coordinated with the timeframe for the tabling of the draft new OP in Q2 2020. The differing timelines between the OP and TMP updates require Transportation Services staff to coordinate efforts where it matters most, such as the transportation analysis of urban boundary expansion scenarios, OP policy and development review, updates to the road right-of-way protection schedule, and maps of the ultimate cycling, transit, and road networks. The new OP will include the ultimate

transportation network only, while the affordable network is developed as part of the full TMP Update. If there are major changes to the ultimate network, an OP amendment may be necessary.

Part B: Full TMP Update

This final part will produce the full TMP Update, based on a new 2020 Origin-Destination (OD) Survey and the subsequent transportation model calibration and trend analysis, target setting (e.g. modal shares, vehicle-kilometres travelled, greenhouse gas emissions), affordability analysis, and prioritization of remaining/new projects to 2046.

The full TMP Update is planned for approval by Council in April 2022, based on the completion of the 2020 OD Survey on an aggressive schedule. The OD Survey is planned to start in the Fall of 2020 to collect data on the trip patterns and travel choices of residents within the National Capital Region following the opening of O-Train Line 1. This data will be used to develop new travel demand forecasts that reflect the land use patterns and population and employment projections from the new OP. The OD Survey will be conducted in partnership with the TRANS Committee, a regional planning committee made up of government agencies from across the National Capital Region with interest in transportation planning issues. TRANS Committee members include the National Capital Commission, the Ministère des Transports du Québec, the Ministry of Transportation of Ontario, Ville de Gatineau, the City of Ottawa, and the Société de transport de l'Outaouais. In addition to undertaking specialized data collection to support planning and modelling, the TRANS Committee is responsible for the development and maintenance of the TRANS Regional Travel Model. The model is used for analyzing existing transportation demand and forecasting future travel choices in response to changing land use and transportation infrastructure.

The model results will help develop the transportation network to correspond with the new OP horizon year (to 2046) and to serve future land use patterns, population, and employment. The network will be used to create priority rankings for all required TMP, OPP, and OCP infrastructure projects to indicate relative timelines and schedules for implementation while respecting the City's affordability framework. Network maps, costing, and project phasing will take into account changes resulting from recent Environmental Assessments, Community Design Plans, Secondary Plans, and other studies that have been completed since the last TMP Update.

Background and Preparatory Work

Background and preparatory work will be undertaken concurrently throughout the TMP Update, in order to ensure flow from one part of the update into the next. This work will include data analysis related to demographics, travel behaviour changes, performance of the City's transportation system and greenhouse gas emissions (GHG). Key performance measures will also be reviewed and updated for the TMP, OPP, and OCP, including those related to vehicle-kilometers travelled (VKT), GHG emissions (linked to the City's Air Quality and Climate Change Management Plan), and multi-modal level of service. Targets for each of the sustainable modes (walking, cycling, transit, and automobile passenger) will be reviewed, accounting for different geographic areas and different types of trips.

Policies will be reviewed and updated to align with best practices in transportation master planning and the strategic directions for the TMP and OP. OPP and OCP policies will be reviewed and updated to address accessibility needs as part of new and retrofit construction, with consideration to different geographical contexts (e.g. urban, rural, and village settings). Winter maintenance priorities and standards will be reviewed and updated to maximize pedestrian and cycling safety within the city's operational funding envelope.

Background studies will be prepared with respect to the latest information and research on innovative and disruptive technologies. Staff will develop recommendations that maximize the benefits of new technologies while minimizing the potential negative impacts, in line with OP and TMP objectives. Other topics include goods movement in Ottawa and network planning principles. Part of the OPP and OCP work will include a review of future directions for pedestrian and cycling design guidance, safety programs, outreach, promotion, educational activities, and opportunities for inter-jurisdictional coordination.

Implementation plans, including project costs and timing while considering affordability, will be reviewed and updated for all modes. This will be a result of development, Environmental Assessments, Community Design Plans, Secondary Plans, Stage 1 and 2 LRT, and other works that have been completed since 2013. For the OPP and OCP, staff will prioritize key infrastructure projects for new links, connections to rapid transit stations, crossings of barriers such as highways and waterways, and improvements in rural areas. For transit, staff will review and update the rapid transit and transit priority

networks and service requirements based on the City's latest long-range financial plan. This will include consideration for Park and Rides, such as new facilities that may be required as part of future extensions to the rapid transit system and a shift towards the "transit access hub" concept, which focuses on multimodal access to transit stations in the near term and gradual transformation to higher density land use in the long term. Staff will explore the potential future role of regional bus service, regional and high-speed rail, and other technologies as part of the City's transportation system, including policies for corridor protection and connections to adjacent municipalities.

Strategic Directions

The TMP Update will be guided by the fundamental principles and strategic directions set out in the 2013 TMP, OPP, and OCP, which were the result of thorough review, public consultation, and consideration by Council in 2013. These principles/strategic directions are still valid today, and are listed in Document 1.

TMP Update's Objectives:

The TMP Update will build on and strengthen the existing strategic directions in order to meet the following objectives:

- 1. Reinforce the critical link between transportation and land use, and ensure continued alignment of the TMP and OP to best support the City's goals;*
- 2. Provide for a range of mobility choices and travel needs structured around light rail transit;*
- 3. Plan for emerging technologies and business models such as the electrification of transportation, automated vehicles, shared mobility, and "mobility as a service (MaaS)";*
- 4. Apply an equity lens to address potential systemic barriers and inequities in transportation;*
- 5. Consider life cycle costs, maintenance and overall cost-effectiveness to ensure the long-term financial affordability of the plan;*
- 6. Incorporate an appropriate level of flexibility into the plan to allow for adaptation to unforeseeable changes and opportunities in the future, particularly for the*

more distant future where the level of uncertainty is highest; and,

- 7. Ensure effective implementation of priority projects through coordination of funding, integrated project delivery, and opportunities with new land development.*

OPP Strategic Directions

The current strategic directions for the OPP are outlined below and will be reviewed as part of the TMP Update:

- 1. Continue to recognize walking as a fundamental mode of travel and essential for the success of transit investments.*

The OPP acknowledges the crucial role that walking plays in creating an attractive, accessible, safe, and healthy city, and places walking at the core of the City's sustainable transportation system. Every transit customer begins and ends their trip as a pedestrian, and there are opportunities to facilitate increased transit ridership by improving the link between walking and transit – especially higher order transit.

- 2. Create no new deficiencies in the pedestrian network.*

The City's policies and practices need to ensure that sidewalks and pathways are included when streets are built, reconstructed or (when within scope and budget) rehabilitated, to avoid creating new "missing links".

- 3. Prioritize accessible, barrier-free and equitable access to walking across the City.* Walking is a mode of transport not only in the downtown core, but throughout the urban and suburban areas, and within villages. It also needs to become, over time, the primary mode for short trips to neighbourhood destinations, including schools and parks. It is therefore important for the City to continue to retrofit existing streets by priority to fill gaps near public transit and community destinations through stand-alone projects.

- 4. Emphasize pedestrian-friendly planning and design.*

The built environment, including the pedestrian network density, cross section design, and adjacent environment directly influences whether people feel safe

and comfortable walking. Planning communities with walking in mind and designing for Complete Streets is essential to achieving the goals of the OPP.

OCP Strategic Directions

The current OCP-related strategic directions are outlined below and will be reviewed as part of the TMP Update:

1. *Continue to implement the cycling network as the fundamental component of a cycling friendly city.*

Direct and safe connectivity to all land uses is key to attracting and accommodating users of all skills, ages and abilities.

2. *Focus on building safe and low-stress cycling facilities.*

Research locally and abroad shows clearly that the most effective way to get more people travelling by bicycle is to provide them with safe and comfortable cycling infrastructure. Other cycling-supportive measures can help, but providing cycling facilities that are separated from traffic is essential and by far the most important.

3. *Connect cycling and public transit.*

When the catchment area for a Transitway or LRT station is expanded to include a 10-to-15-minute bike ride, the number of potential transit customers expands by over 10 times. The OCP will continue to focus on this opportunity that exists to boost “bike to transit” in Ottawa, particularly around LRT stations.

4. *Create no new deficiencies as new streets are built or reconstructed.*

As existing roads are reconstructed and rehabilitated, and as new roads are built, appropriate treatments for cycling should be incorporated so that cycling facilities are provided at the least cost and are available when people need them.

Key Issues

The TMP Update scope of work includes a review and consideration of the following emerging issues that need to be addressed for the future of transportation in Ottawa:

- *Planning Horizon, Growth Forecasts, and Urban Land Needs*

The TMP planning horizon will be consistent with the OP planning horizon of 2046. Changes to growth forecasts and land use patterns will affect the update of the TMP. The potential expansion of the urban boundary would have an impact on the demand for transportation and the required transportation infrastructure.

- *Travel Demand Forecasts*

Along with the future land use patterns and population, and employment projections from the new OP, the new OD Survey will provide the basis for developing new travel demand forecasts to inform the TMP's long-term infrastructure plans. These forecasts will also provide data to generate mode share, vehicle-kilometres travelled (VKT), and greenhouse gas (GHG) emission projections for the new horizon year of 2046. In advance of results from the new OD Survey, other sources of travel data will be used to gain an appreciation of current travel trends. These may include the 2016 Census, Presto cards, traffic counts, "Big Data" (e.g. travel patterns based on mobile phone location data), a Commuter Attitudes Survey, and other data sets.

- *Needs Assessment and Missing Links in Transit, Road, Cycling and Pedestrian Infrastructure*

In line with the new OP's horizon year of 2046, the update will include an assessment of the infrastructure and programs that will be required to serve the City's future population. It will identify improvements to the transportation network and prioritize implementation within the planning horizon based on the travel demand forecasts, affordability, and other considerations.

If as part of the update there are new roads (or new road corridors) proposed that would impact the Greenbelt, an update to the existing joint NCC/ City of Ottawa cumulative impact analysis study would be required.

Autonomous Vehicles and Shared Mobility

Autonomous vehicles (AVs) can have many positive impacts in areas such as transport safety, accessibility and environment. However, this technology also has potential negative effects that could directly counter the City's sustainability

objectives. For example, simply substituting personal autos with AVs could add to overall VKT, increase traffic congestion, and reduce transit ridership. Conversely, shared AVs that feed public transit could improve road network efficiency, reduce congestion, and increase transit ridership. Which scenario plays out in reality will be influenced by the City's policies developed as part of the TMP Update.

A related topic that will also be examined is "micro-mobility", which refers to the growing suite of publicly accessible alternative forms of transport, such as e-scooters and bike share, typically used for short trips within urban areas. Similarly, the TMP will consider the role of Transportation Network Companies (such as Uber and Lyft) and related providers (including car-share companies) in the City's transportation system.

- *Equity and Inclusion*

Equity is defined as fairness in the distribution of benefits and costs of various projects and investments, and inclusion means acknowledging and valuing people's differences. Addressing these issues will enrich social planning, decision making, and quality of life for everyone. The TMP will outline strategies towards meeting these objectives by recognizing and addressing how specific groups of people may be at risk of exclusion. The City's Equity and Inclusion Lens provides guidance on potentially vulnerable groups including Aboriginal peoples, Francophones, LGBTQ (lesbian, gay, bi-sexual, trans, queer), immigrants, older adults, people living in poverty, people with disabilities, racialized people, rural residents, women, and youth. Strategies include considering equity from perspectives such as public engagement, equity mapping, transit and active transportation network development, affordable transportation, universal design, and project prioritization.

- *Flexibility*

The TMP Update will seek to incorporate an appropriate level of flexibility into implementation plans to allow for adaptation to unforeseeable changes and opportunities in the future, particularly for the more distant future where the level of uncertainty is highest. This will allow the City to take advantage of opportunities and respond to unforeseeable circumstances. Achieving a balance

between a clearly prescribed plan and one that can adapt to changes will be a goal of the TMP Update.

- *Greenhouse Gas (GHG) Emissions*

As noted in the November 2018 IPD to the Environment and Climate Protection Committee titled “2012 and 2016 Greenhouse Gas Emission Inventories” (ACS2018-PIE-EDP-0051), approximately 44 per cent of Ottawa’s GHG emissions come from the transportation sector (based on data from 2016). As part of the Council-approved Air Quality and Climate Change Management Plan, the City has set the long-term target of reducing community emissions by 80 per cent below 2012 baseline levels by 2050. The TMP needs to align with this emissions reduction target and can contribute to achieving it by effectively aligning land use and transportation decisions.

Consultation

The TMP Update will be guided through consultation at key milestones with the Mayor’s Office as well as the Chairs of Transportation Committee, Planning Committee, Agriculture and Rural Affairs Committee, and Transit Commission.

Engagement of the following stakeholder groups will also be undertaken:

- City’s Advisory Committees, such as the Accessibility Advisory Committee and Environmental Stewardship Advisory Committee.
- *Community*: Representatives of community groups, advocacy and special interest groups including those involved with accessibility, equity, youth, and older adults.
- *Industry*: Representatives of industry groups such as the Greater Ottawa Home Builders' Association, the Building Owners and Managers Association, the trucking and taxi industries, BIAs, and Chambers of Commerce.
- *Agencies*: Representatives of agencies such as the National Capital Commission, Public Services and Procurement Canada, Ottawa International Airport Authority, universities, colleges, Société de transport de l’Outaouais, Ville de Gatineau, and Ministry of Transportation of Ontario.

In addition, the general public will be consulted through open house events and online consultations.

Key Milestones / Timelines

The schedule for the TMP Update includes the following tentative milestones:

Milestone	Description
June 2019	TMP Update's Scope of Work approval by Transportation Committee and Council
Q4 2019	Public consultations – Existing conditions; vision and guiding principles
Q1 2020	Public consultations – Pedestrian and cycling policies, prioritization criteria, and networks
Q2 2020	Completion of Part A: TMP/OP Coordination
Q3 2020	OD Survey begins
Q1 2021	Public consultations – Roads and transit policies and prioritization criteria
Q2 2021	Start of TRANS model update, forecasting, 2046 network development, affordability analysis
Q3 2021	Public consultations – OD Survey results; roads and transit networks
April 2022	Completion of Part B: Full TMP Update and approval by Transportation Committee and Council

RURAL IMPLICATIONS

The updates to the TMP, OPP and the OCP are city-wide and have implications for rural residents and businesses. Examples include pedestrian links within rural villages, multi-use pathways in the rural area, provision of Park and Ride lots on the edge of the urban

area, and road projects in the rural area.

CONSULTATION

There has not been public consultation on this report as the purpose of this report is to initiate a comprehensive consultation with internal and external stakeholders and the public beginning in the fall of 2019.

The TMP Update will follow the prescribed process for a Municipal Class Environmental Assessment for Master Plans, which includes requirements for notification and consultation with the public and other affected parties throughout the planning process. This will include a public consultation program, public meetings, stakeholder meetings, direct engagement with stakeholders, and online consultation.

COMMENTS BY THE WARD COUNCILLOR(S)

Not applicable – this is a City-wide report.

ADVISORY COMMITTEE(S) COMMENTS

The Accessibility Advisory Committee and the Environmental Stewardship Advisory Committee will be consulted during the master plan review process.

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

There are no risks associated with this report.

ASSET MANAGEMENT IMPLICATIONS

The recommendations documented in this report are consistent with the City of Ottawa Comprehensive Asset Management Program objectives.

CAM recognizes and supports the fact that the TMP Update is a comprehensive and multi-year planning exercise, to be undertaken in conjunction with the Official Plan (OP) review and will set the vision for Ottawa's future growth and will to identify the required transportation network, for all modes. This in turn will result in timely decisions that minimize lifecycle costs and ensure the long-term affordability of assets. To fulfill its

obligation to deliver quality services to the community, the City must ensure that assets supporting City services are managed in a way that balances service levels, risk and affordability.

FINANCIAL IMPLICATIONS

Funding is available for the TMP update from existing capital authority in accounts 908751 (2018 Transportation Master Plan), 909460 (2019 Transportation Master Plan), 908552 (2019 Origin Destination Survey - Transit), and 906542 (2019 Origin Destination Survey - Roads).

ACCESSIBILITY IMPACTS

Accessibility is an important consideration for the TMP, OPP and OCP updates. The consultation for the project will ensure accessibility, and the planning and construction projects that will flow from the TMP, OPP and OCP will meet accessibility requirements.

ENVIRONMENTAL IMPLICATIONS

There are no environmental implications associated with this report.

TECHNOLOGY IMPLICATIONS

There are no technology implications associated with this report.

TERM OF COUNCIL PRIORITIES

The 2018-2022 Term of Council Priorities have not yet been approved by Council.

SUPPORTING DOCUMENTATION

Document 1 2013 TMP, OPP, and OCP: Transportation Vision

DISPOSITION

Upon approval by Council, the Transportation Services Department will initiate the review and update of the TMP, OPP, and OCP as outlined in this report.

Document 1 - 2013 TMP, OPP, and OCP: Transportation Vision

2013 Transportation Master Plan (Section 1.4):

In 2031, Ottawa's transportation system will enhance our quality of life by supporting social, environmental and economic sustainability in an accountable and responsive manner.

The elements that support this vision are:

- Reduce automobile dependence
- Meet mobility needs
- Integrate transportation and land use
- Protect public health and safety
- Protect the environment
- Enhance the economy
- Deliver cost-effective services
- Measure performance
- Protect the public interest
- Provide adequate and equitable funding
- Cooperate with other governments
- Lead by example

2013 Ottawa Pedestrian Plan (Section 1.2):

- Transform Ottawa into a world-class pedestrian city where an equally vibrant and functional pedestrian realm encourages people to walk all year-round.

2013 Ottawa Cycling Plan (Section 1.4):

- Develop a city-wide, connected network of cycling facilities actively used by all

types and ages of cyclists to meet their transportation needs. This network will be supported by policies and programs that establish Ottawa as having one of the best cycling networks in North America, while maximizing the synergy of transit and cycling. Cycling facilities will be selected to complement local land uses and matching the needs of all areas of the City.