

# CITY OF OTTAWA'S 2013 TRANSPORTATION MASTER PLAN

Presentation to Feb. 15, 2017  
Meeting of the FCA

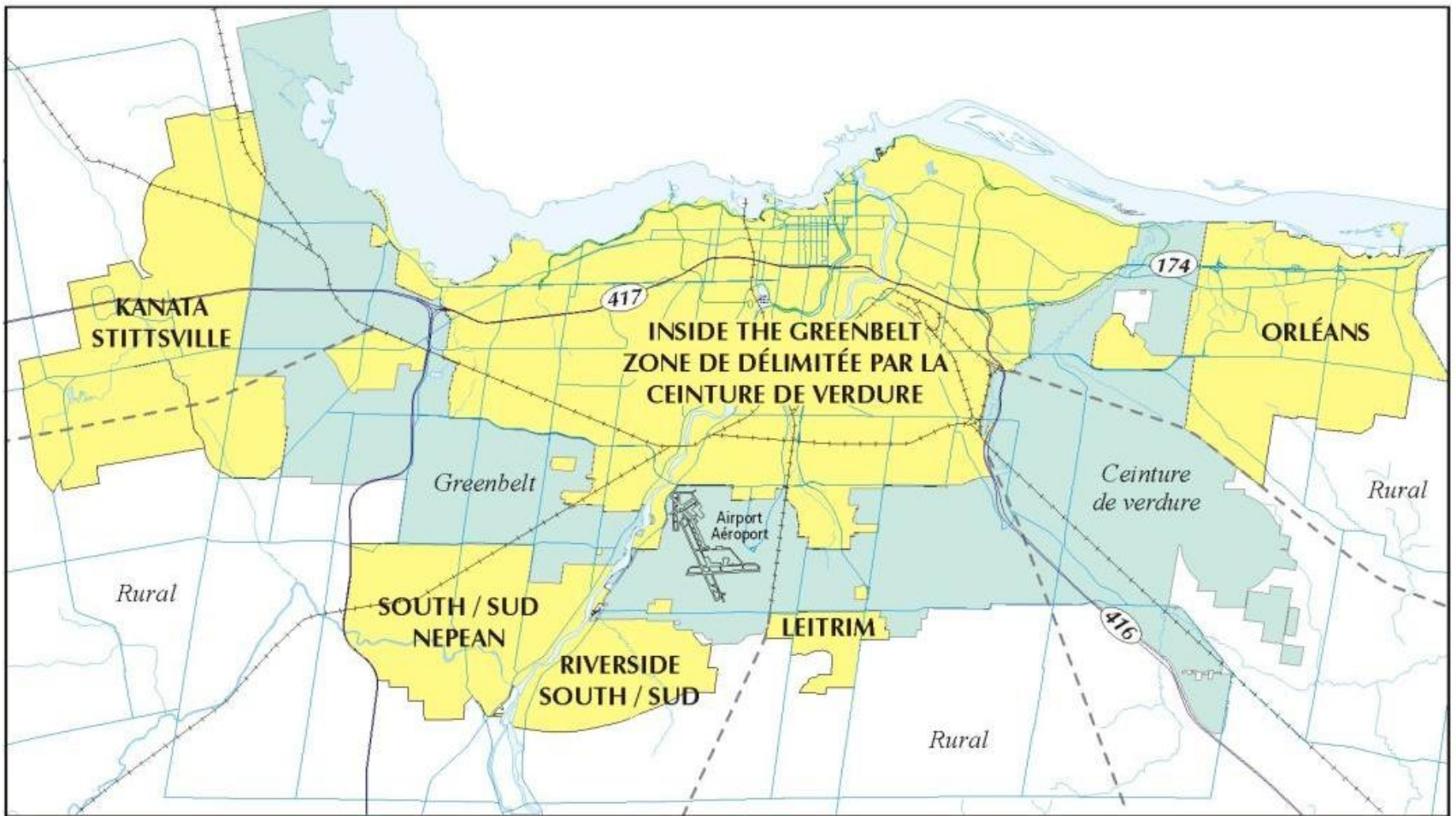
- 2013 Transportation Master Plan (TMP) is a supporting document to the City's Official Plan
- Blueprint for planning, developing and operating city's walking, cycling, transit and road networks over next 2 decades (to 2031)
- Builds on 2003 and 2008 TMPs
- Q: How is it doing?

## TMP Transportation Vision:

- 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
- Co-operate with other levels of government
- Lead by example

## Overview – City of Ottawa:

- Population 923,000 (2011) , with Gatineau 1,237,500 (4<sup>th</sup> largest city in Canada)
- 6,000 km of roads (1,400 km arterials). Province has Hwy. 416, 417, 7; NCC has parkways and 5 inter-provincial bridges
- 1,890 km of sidewalks, 340 km of on-road bike lanes
- Off-street parking lots with 2,824 spaces, 3,965 paid on-street parking spaces, 7,254 park&ride spaces
- Transitway system 35 km dedicated busway, 4.5 km arterial road bus lanes, 12.7 km freeway shoulder bus lanes, 57 stations
- O-Train (LRT) 8 km with 5 stations



## Overview – City of Ottawa:

- Households with vehicles 84% (2011) – 508,000 vehicles
- Ave. vehicles per household 1.34
- Trip rates (morning peak, 2011)

Community	Within	Leaving	Arriving
Kanata/Stittsville	42%	36%	22%
South Nepean	36%	51%	13%
Riverside South	26%	52%	22%
Orleans	41%	48%	12%

## Overview – City of Ottawa:

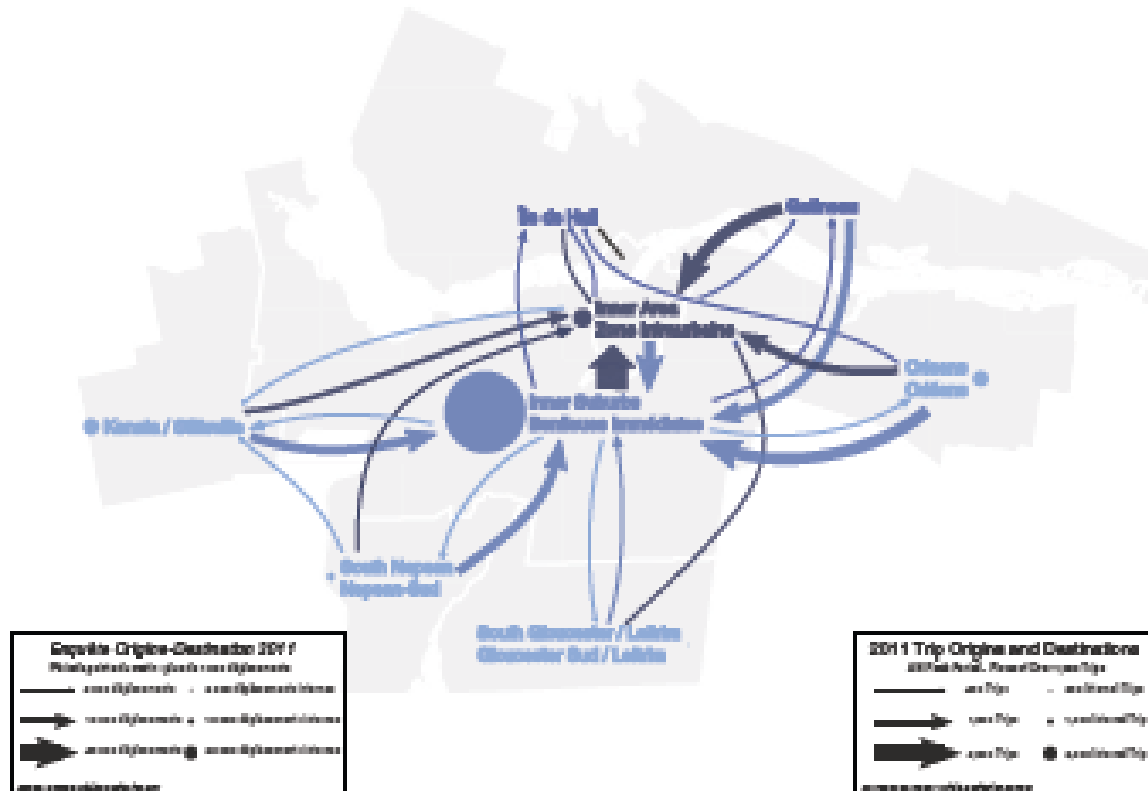
➤ Modal Share (2011)

Travel Mode	Morning Peak	24 Hour
Walking	9.5%	11.0%
Cycling	2.7%	2.0%
Transit	22.4%	15.5%
Car Passenger	10.7%	13.6%
Car Driver	54.6%	57.9%

## WHERE WE TRAVEL TO/FROM | LIEUX DE DÉPART ET D'ARRIVÉE

TRIP FLOWS BETWEEN SUBAREAS, MORNING PEAK PERIOD

CIRCULATION ENTRE LES SOUS-SECTEURS PENDANT LA PÉRIODE DE POINTE DU MATIN





## Population & Employment in 2031:

- By 2031 the City is expected to grow to 1.14 million people (23%) and employment to 703,000 jobs (24%)

Area	Pop 2011	Pop 2031	Growth & Distribution	Empl 2011	Empl 2031	Growth & Distribution
Inner Area	97,200	116,400	19,200 (9%)	170,600	201,800	31,200 (23%)
Inner Subs	432,500	459,300	26,800 (13%)	287,400	355,300	67,900 (49%)
Kanata+	105,200	162,000	56,800 (27%)	51,300	62,500	11,200 (8%)
Barrhaven	71,200	107,400	36,200 (17%)	11,100	21,800	10,700 (8%)
Riverside S	15,900	35,800	19,900 (9%)	4,000	7,800	3,800 (3%)
Orleans	108,200	143,400	35,200 (16%)	20,600	33,000	12,400 (9%)
Rural	91,400	111,700	20,300 (9%)	20,000	20,900	900 (1%)
<b>Total</b>	<b>922,000</b>	<b>1,135,900</b>	<b>213,900</b>	<b>564,900</b>	<b>703,200</b>	<b>138,100</b>

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## TMP Modal Share Targets for 2031:

	<u>2031</u>	<u>(2011)</u>
➤ Walking:	10%	(9.5%)
➤ Cycling:	5% (8% in the Greenbelt)	(2.7%)
➤ Transit:	26%	(22.4%)
➤ Car:	59%	(65.3%)

## How to Achieve These Targets for 2031:

- Enable walking, cycling & transit through community design plans and development review
- Foster development to support higher-order transit (i.e. Transitway, LRT)
- Funding to support transportation projects (federal/provincial infrastructure \$, gas tax revenue, development charges, user fees, debt, property taxes)

## Walking – Build a Continuous, Well Connected Pedestrian Network

- Through new development as part of the development approval process
- Through road construction & reconstruction
- Through retro-fit projects to fill missing links
- The *Ottawa Pedestrian Plan* identified 83 sidewalk projects, at cost of \$66 million (2013\$)

## Walking – Creating a Walkable Environment

- By maximizing pedestrian levels of service in selected areas, using the *Ottawa Pedestrian Plan*
- By using pedestrian-oriented design guidelines from the *Ottawa Pedestrian Plan*
- By delivering supportive winter maintenance

## Walking – Pedestrian Safety and Promotion

- Deliver pedestrian safety programs
- Raise awareness and visibility of walking

## Cycling – Develop a Great Cycling City

- Through implementing the *Ottawa Cycling Plan*
- Building and maintaining a network of quality cycling facilities
- Offer attractive intermodal connections and trip-end facilities
- Improve cycling safety and promotion



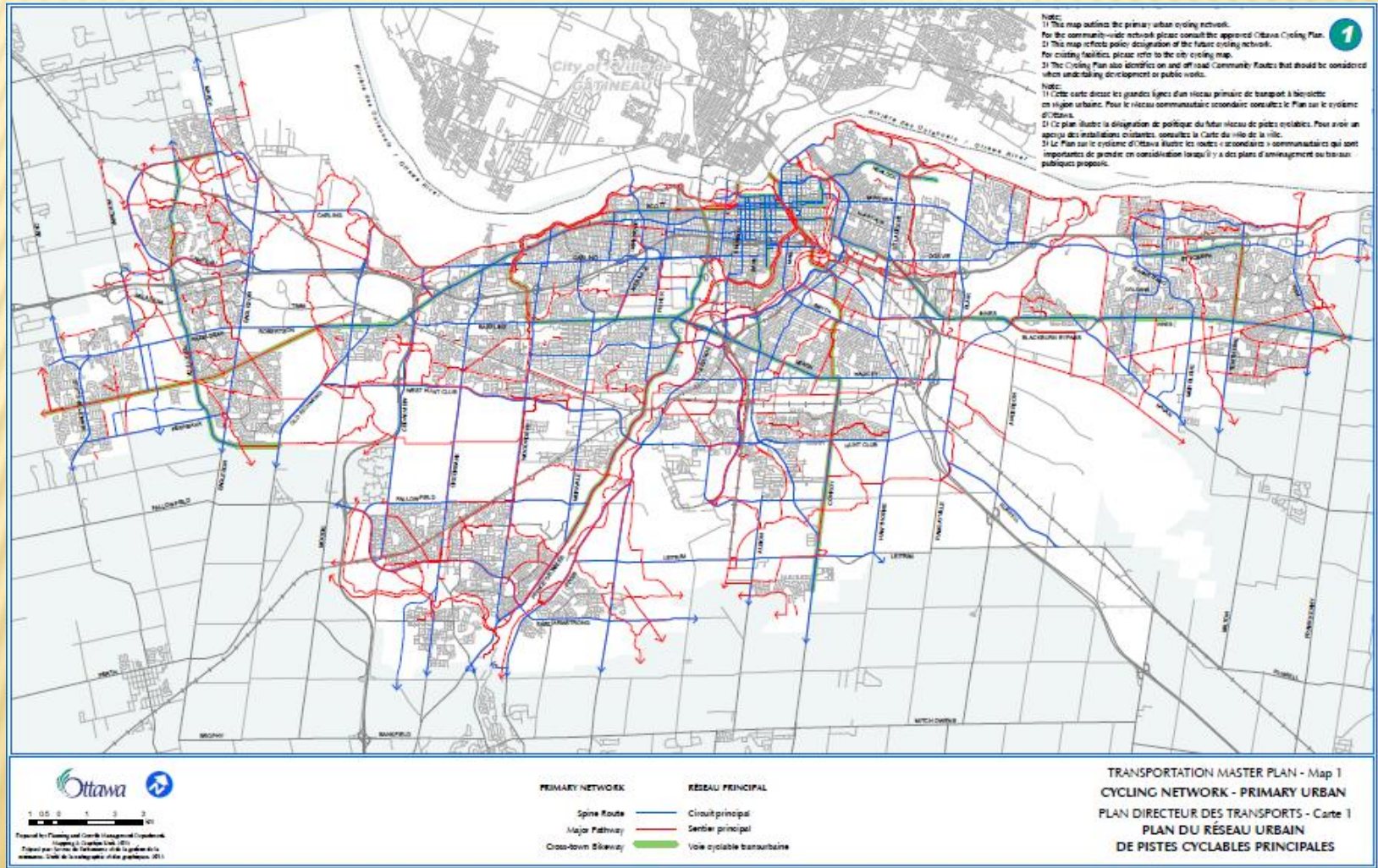
## Cycling – Implement the *Ottawa Cycling Plan*

- *Ottawa Cycling Plan* addresses land use, cycling network development, street & cycling facility design, bicycle parking, etc. Depends on funding.
- 2031 target (morning peak) is 5% city-wide (8% within the Greenbelt) – up from 2.7% in 2011

## Cycling – Build and Maintain a Network of Quality Cycling Facilities

- Implement the Cycling Network by 2031, including cross-town bikeways, neighbourhood bikeways, spine routes, multi-use pathways, connectivity
- Maintain a basic winter cycling network (currently 40 km)
- *Ottawa Cycling Plan* identified 81 cycling infrastructure projects at a cost \$70 million (2013\$) over the next 2 decades (to 2031)

## Cycling Network Primary Urban



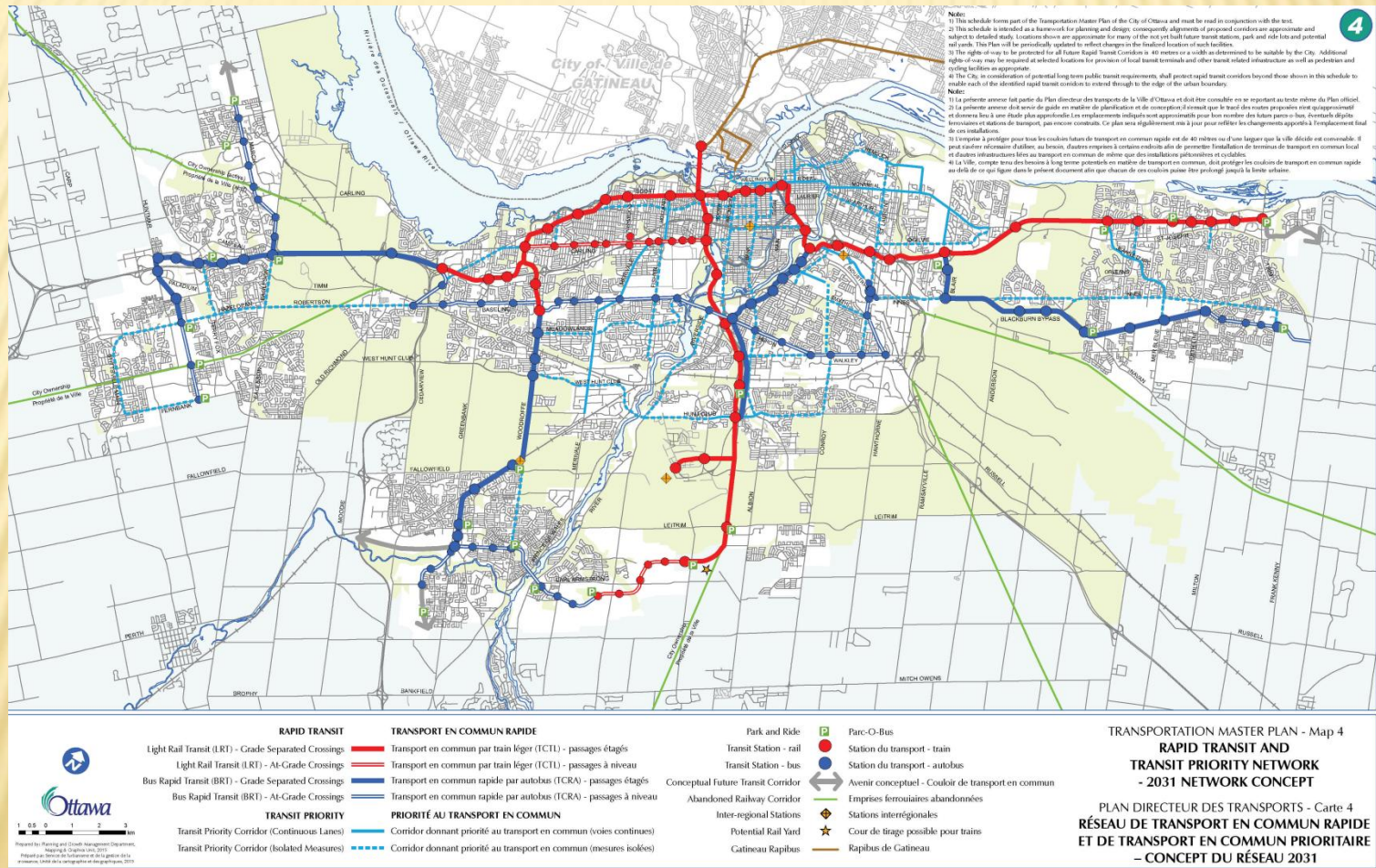
## Cycling – Offer Attractive Intermodal Connections and Trip-end Facilities, Improve Safety

- Provide cycling connections to transit
- Provide public bicycle parking
- Require bicycle parking and end-of-trip facilities in new developments
- Improve cycling safety and promotion, raising awareness and improving visibility

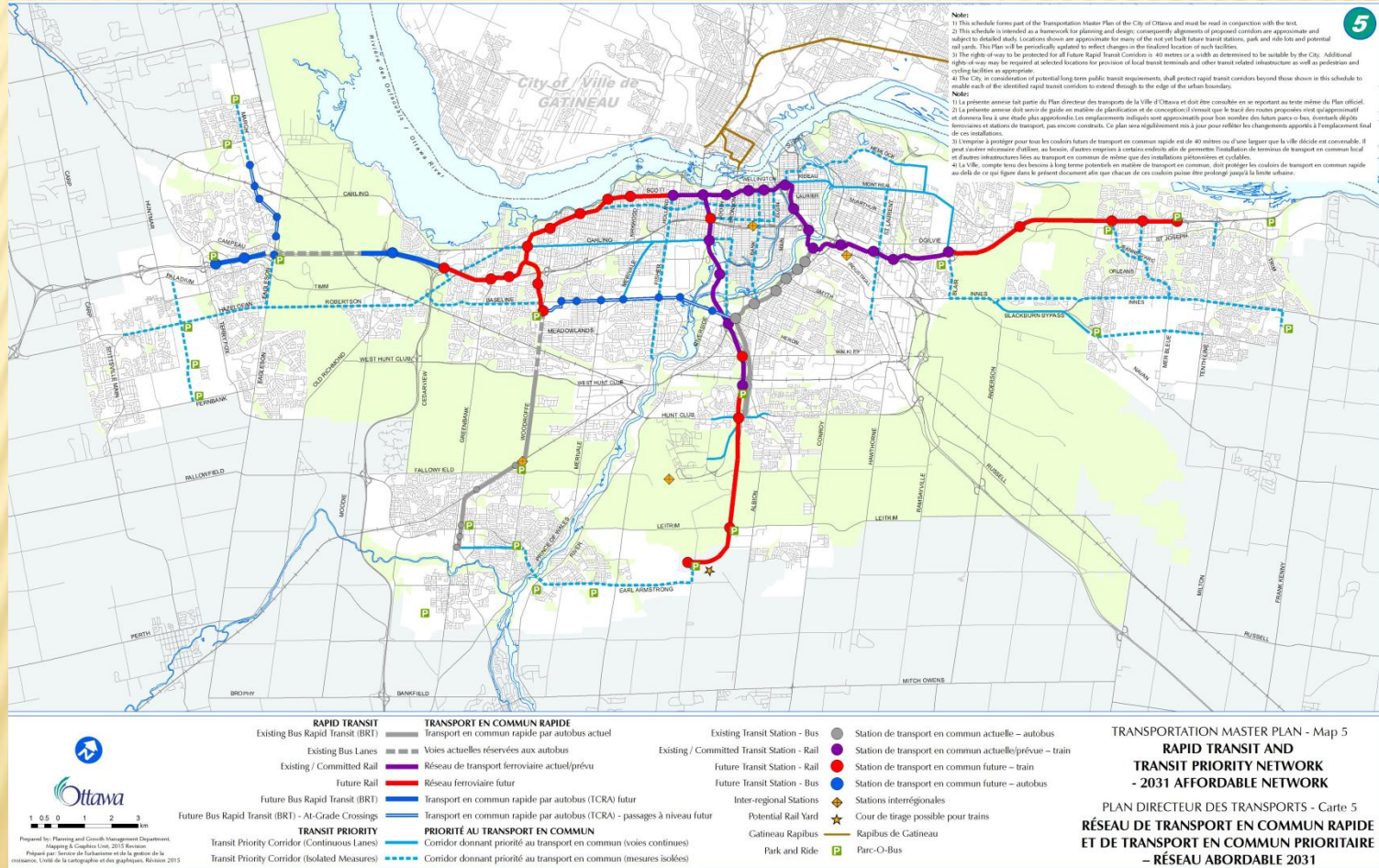
## Transforming Ottawa's Transit System:

- Expand the rapid transit and transit priority (RTTP) network, through conversion of the Transitway system from existing BRT to LRT, and expanding BRT
- Integrate the rapid transit priority network into the community
- Increase transit ridership/modal share to 26%

## RTTP Concept Network



## RTTP Affordable Network



## Expand the Rapid Transit and Transit Priority Network:

- The Affordable RTTP Network includes LRT1, LRT2 and Bus Rapid Transit projects (Bayshore to Moodie Dr., Baseline Transit Corridor, March Rd to Terry Fox Dr., Corkstown Rd to Solandt Rd.), at a cost of \$2.795 billion (2013\$)
- As well, 28 Transit Priority projects for bus service have been identified, at a cost of \$199 million (2013\$)



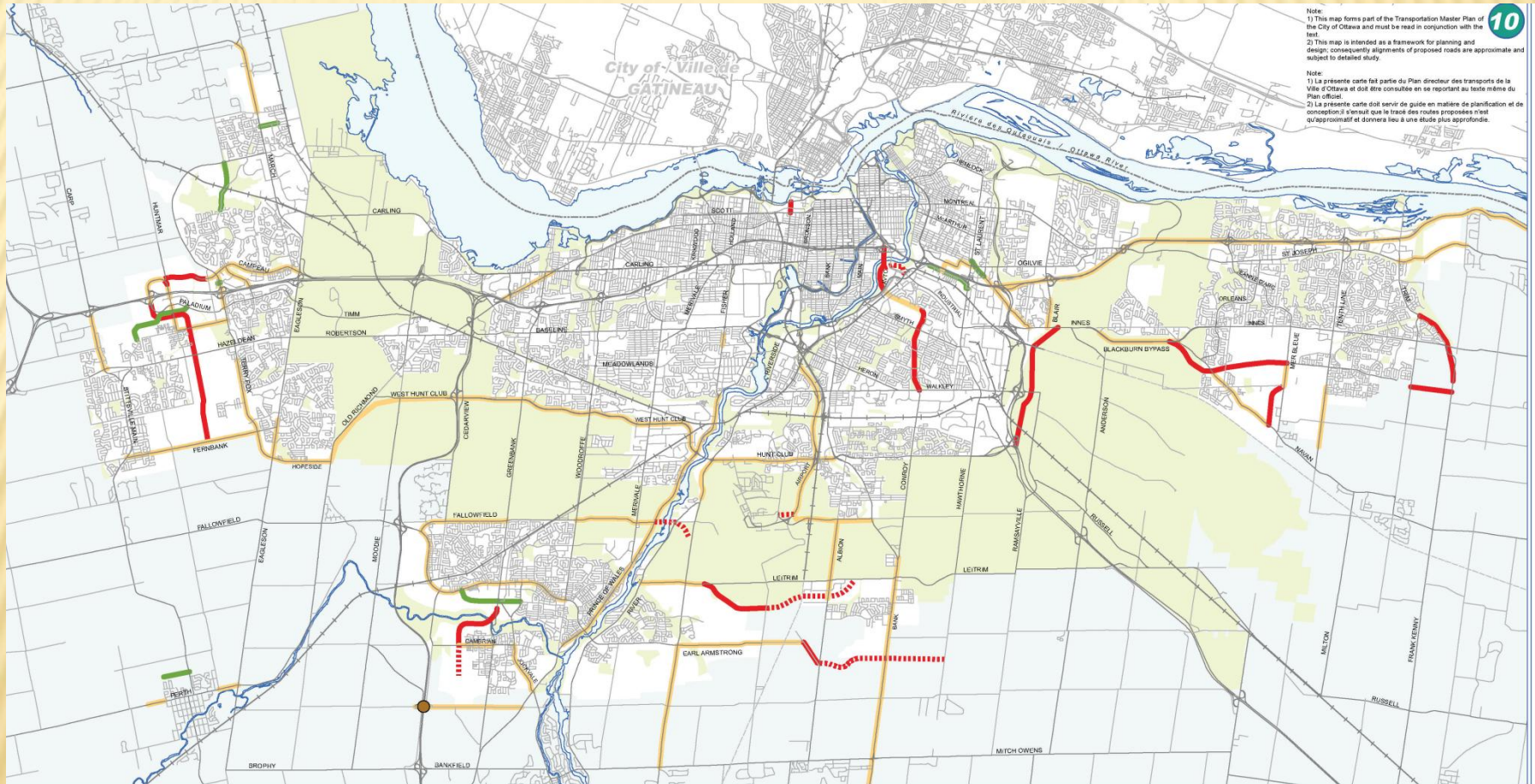
## Integrate the Rapid Transit & Transit Priority Network into the Community:

- Provide walking and cycling opportunities along and across rapid transit corridors
- Encourage quality development close to rapid transit stations
- Make rapid transit stations convenient, comfortable and accessible
- Meet/exceed federal/provincial/municipal guidelines & legislation for people with disabilities

## Provide Safe and Efficient Roads:

- Design and build complete streets
- Strategically modify road network
- Maximize road network efficiency
- Maximize road safety for all users
- Enable efficient goods movement
- Protect neighbourhoods from undesirable impacts
- Minimize environmental impacts


## Road Network 2031 Concept Plan



Note:  
 1) This map forms part of the Transportation Master Plan of the City of Ottawa and must be read in conjunction with the text.  
 2) This map is intended as a framework for planning and design, consequently alignments of proposed roads are approximate and subject to detailed study.

Note:  
 1) La présente carte fait partie du Plan directeur des transports de la Ville d'Ottawa et doit être consultée en se reportant au texte même du Plan officiel.  
 2) La présente carte doit servir de guide en matière de planification et de conception il n'est pas garanti que le tracé des routes proposées n'est qu'approximatif et donnera lieu à une étude plus approfondie.

10



1 0.5 0 1 2 3  
 km  
 Prepared by: Planning and Growth Management Department,  
 Mapping & Graphics Unit, 2015 Revision  
 Préparé par: Service de l'urbanisme et de la gestion de la croissance, Unité de la cartographie et des graphiques, Révisé 2015

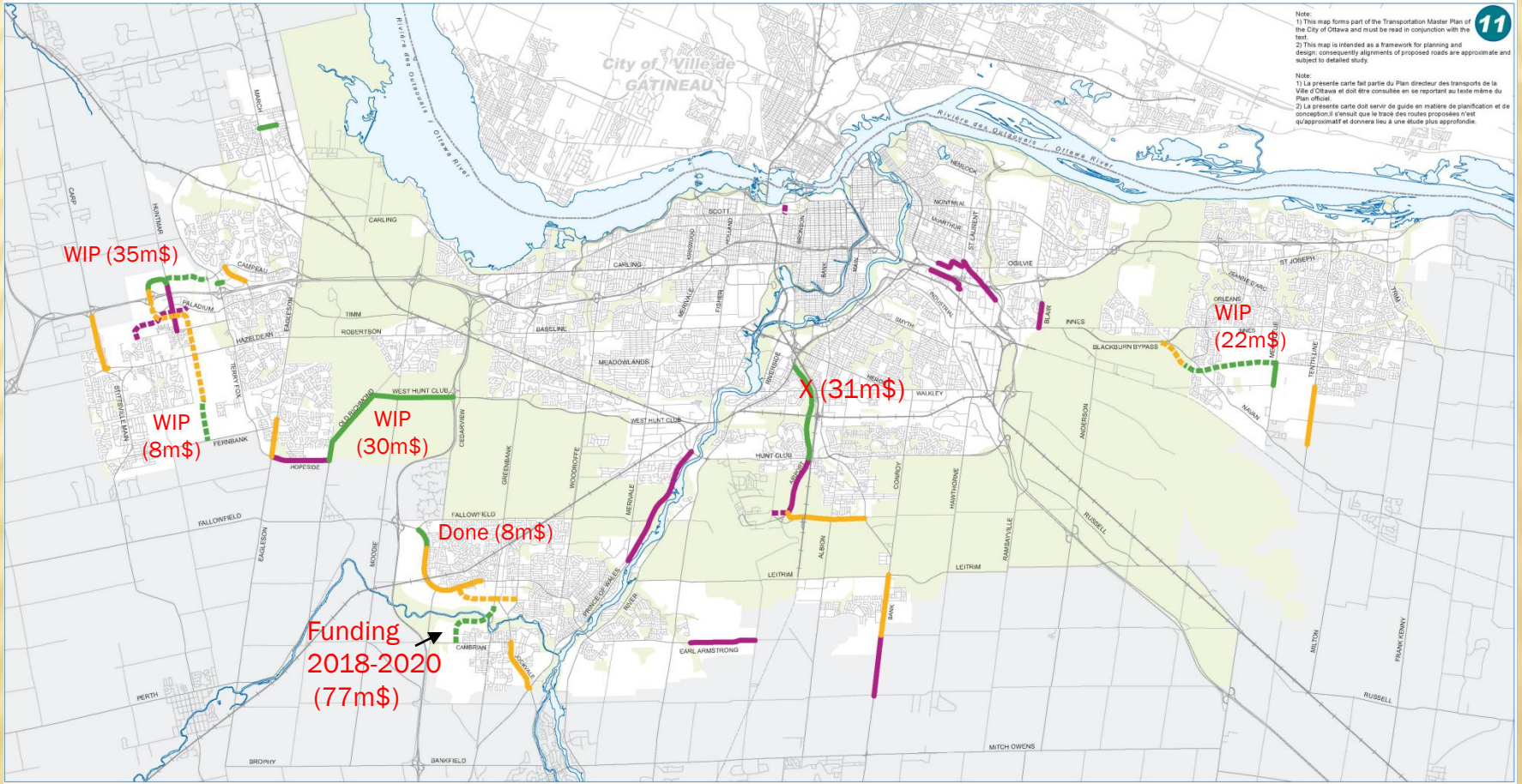
New Arterials	<span style="color: red; font-weight: bold;">—</span>	Nouvelles artères
Widened Arterial	<span style="color: orange; font-weight: bold;">—</span>	Artères élargies
Conceptual Arterial	<span style="color: red; font-weight: bold;">- - - - -</span>	Conception d'artères
New or Widened Collector	<span style="color: green; font-weight: bold;">—</span>	Artères élargies ou nouvelles
New Interchange	<span style="color: brown; font-size: 2em;">●</span>	Nouvel échangeur

TRANSPORTATION MASTER PLAN - Map 10  
**ROAD NETWORK - 2031 NETWORK CONCEPT**

PLAN DIRECTEUR DES TRANSPORTS - Carte 10  
**RÉSEAU ROUTIER - CONCEPT DU RÉSEAU 2031**

# TMP PRESENTATION

## Road Network 2031 Affordable Plan



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11



1 0 5 0 1 2 3 km

Prepared by: Planning and Growth Management Department, Mapping & Graphics Unit, 2015 Revision  
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Phase 1 (2014 - 2019) Widening	<span style="color: green;">———</span>	Phase 1 (2014 - 2019) Élargissement
Phase 1 (2014 - 2019) New Road	<span style="color: green;">- - - - -</span>	Phase 1 (2014 - 2019) Nouvelle route
Phase 2 (2020 - 2025) Widening	<span style="color: orange;">———</span>	Phase 2 (2020 - 2025) Élargissement
Phase 2 (2020 - 2025) New Road	<span style="color: orange;">- - - - -</span>	Phase 2 (2020 - 2025) Nouvelle route
Phase 3 (2026 - 2031) Widening	<span style="color: purple;">———</span>	Phase 3 (2026 - 2031) Élargissement
Phase 3 (2026 - 2031) New Road	<span style="color: purple;">- - - - -</span>	Phase 3 (2026 - 2031) Nouvelle route

TRANSPORTATION MASTER PLAN - Map 11

**ROAD NETWORK – 2031 AFFORDABLE NETWORK**

PLAN DIRECTEUR DES TRANSPORTS - Carte 11

**RÉSEAU ROUTIER - RÉSEAU ABORDABLE 2031**

## Strategically Modify Road Network:

- Phase 1 – 2014-19: 13 projects at \$240.1 million cost (2013\$)
- Phase 2 – 2020-25: 11 projects at \$240.1 million cost (2013\$)
- Phase 3 – 2026-31: 12 projects at \$244.5 million cost (2013\$)

## Related Federal/Provincial Projects:

- Highway 417 widenings
- Future Ottawa River crossing
- Potential new Truck Route (Tunnel?)

## Roads Status in 2017:

- Slower roll-out of new roads/expansions than planned
  - financing shortfalls due to lower development charges being collected than anticipated
  - but...major 417 expansions coming (east & west)
- Complete streets are moving forward
  - Main Street, Churchill: *finished*
  - Elgin: *in planning stages*
- Some funding for limited traffic calming
  - + flex posts, speed boards, etc.

# TMP PRESENTATION

## Status of Phase 1 Road Projects

Exhibit 6-3: Project Phasing

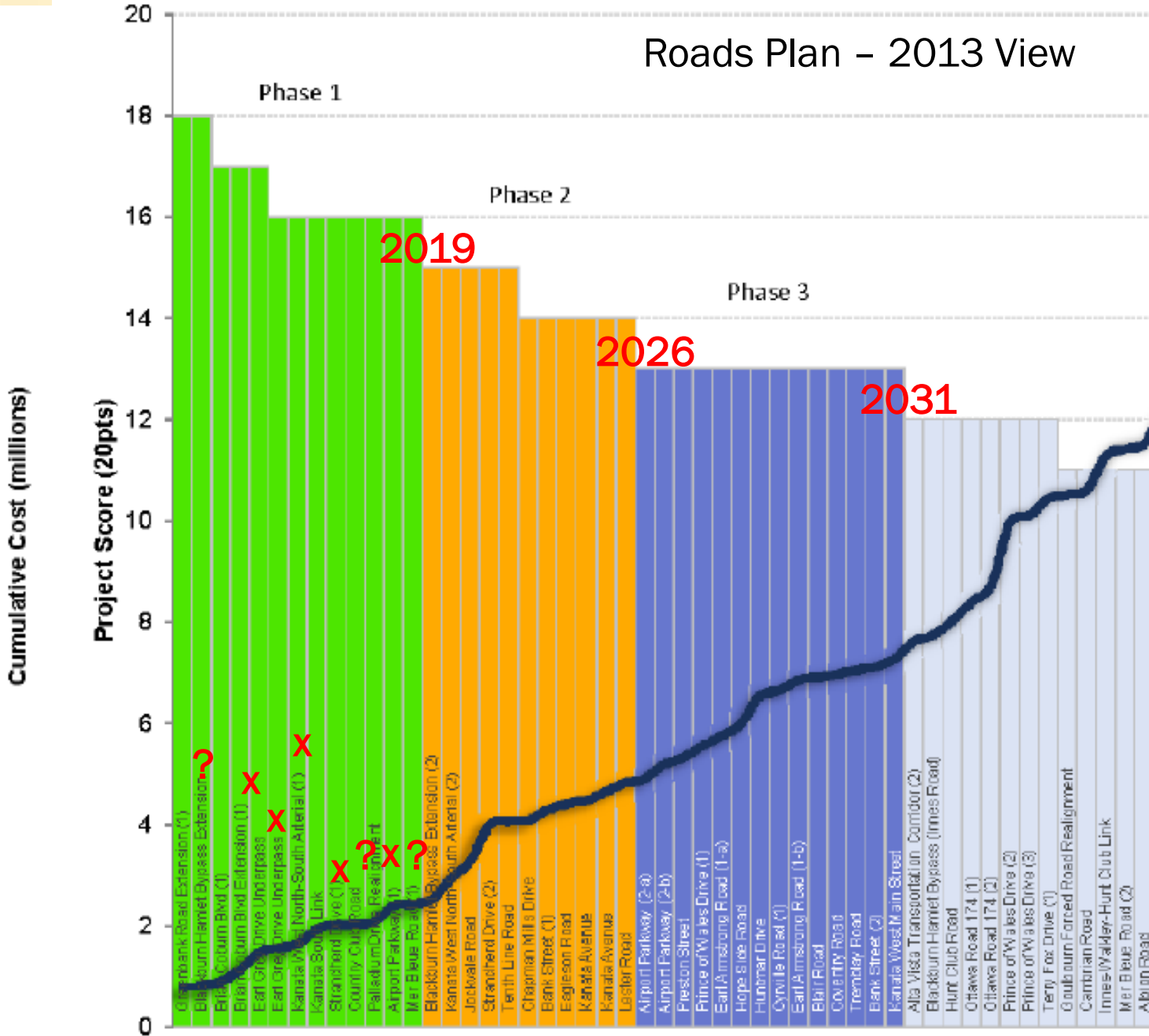
Project	Description	Cost (2013 M\$)
<b>Phase 1 (2014-2019)</b>		
Airport Parkway (1) <b>X</b>	Widen from two to four lanes between Brookfield Road and Hunt Club Road	31.4
Blackburn Hamlet Bypass Extension (1) <b>Done</b>	New four-lane road between the Orléans Boulevard extension and Navan Road	8.1
Brian Coburn Boulevard Extension (1) <b>WIP</b>	New two-lane road (ultimately four-lane) between Navan Road and Mer Bleue Road	22.5
Campeau Drive (1) <b>WIP</b>	New four-lane road between Didsbury Road and new North-South arterial in Kanata West	35.0
Country Club Road <b>X</b>	New two-lane road between eastern terminus of Golf Club Way and Jenkinson Road	2.6
Earl Grey Drive Underpass <b>X</b>	Underpass of Terry Fox Drive	8.2
Greenbank Road Extension (1) <b>WIP</b>	New four lane road between Jockvale Road and Cambrian Road	77.0
Kanata South Link <b>WIP</b>	Widen Old Richmond Road/ West Hunt Club Road from two-lanes to four lanes between Hope Side and Highway 416	29.7
Kanata West North-South Arterial (1) <b>Done</b>	New two-lane road between Abbott Street and Fernbank Road	8.0
Klondike Road <b>Done</b>	Urbanize existing two-lane rural cross section between March Road and Sandhill Road	2.6
Mer Bleue Road (1) <b>Done</b>	Widen from two to four lanes between Brian Coburn Boulevard and Renaud Road	2.2
Palladium Drive Realignment <b>X</b>	Realign in vicinity of Huntmar Road to new north-south arterial	4.8
Strandherd Drive (1) <b>Done</b>	Widen from two to four lanes between Fallowfield Road and Maravista Drive	8.0
<b>Subtotal</b>		<b>240.1</b>

In budget  
2018, 2019, 2020





# Roads Plan - 2013 View



## Affordability:

- The 2013 TMP had a \$4 billion cost, of which transit took nearly \$3 billion (2013\$)
- Sources of funding for this includes development charges, user fees (i.e. transit), gas tax revenues, federal/provincial infrastructure \$, debt, and property taxes (for capital)
- Investment in transportation capital projects also lead to increased operating costs. However, the 2013 TMP assumed \$5 million in operating savings from the LRT reducing bus costs.

## Affordability:

- Currently the City's Development Charge Fund is in negative balance, due to slower growth, projects finished with debt, or projects committed to in previous budgets but not yet started.
- Gas tax revenues have recently been enhanced, but rising oil prices may lead to conservation and lower revenues.
- Federal/provincial infrastructure funding has been promised, but demand far exceeds supply of \$.
- City debt rating is excellent, but there are legislated limits to borrowing.

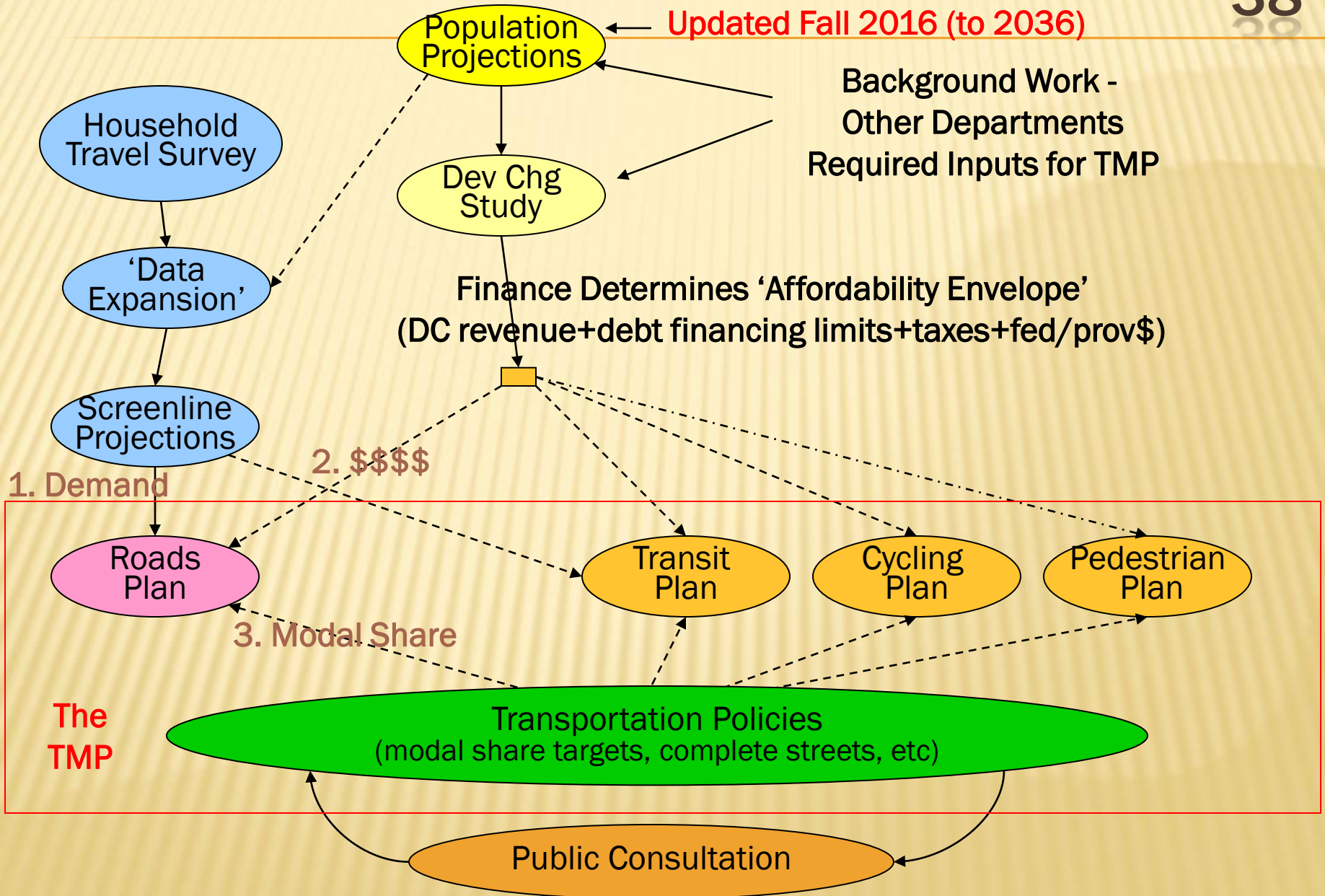
## Affordability :

- User fees exist for transit, but is an issue in attracting transit ridership. Road tolls could be an option, but needs public discussion.
- Property taxes are the City's main tax source, but are regressive.
- Conversely, NOT implementing the TMP would lead to higher traffic congestion costs and environmental costs.

## A new Transportation Master Plan?

- Are population, employment assumptions still valid?
- Are policy tools in place (i.e. road user charges, transit fares, commuting incentives, etc.) in place to support modal share goals?
- Is the current pace of transportation infrastructure investment (walking/cycling/transit/roads) meeting targets?
- What about new technologies eg. driverless cars/shuttles, electric vehicles, etc.?
- City planners say no new TMP until LRT1 is operating, then O/D studies can take place (building block to a TMP).

# UPDATING A TMP - THE COMPONENT PARTS



## Updating the Road Network Plan:

- Step 1: Review 2013 TMP Road Network, finished & funded projects
- Step 2: Conduct Needs Assessment
- Step 3: Develop 2037 Road Concept Plan: funded projects, new EAs, CDPs, new projects (less deleted projects)
- Step 4: Project prioritization: apply assessment criteria
- Step 5: Establish phasing with affordability envelope

## What kind of Transportation Master Plan do we need?

- Come to the April 8 FCA Transportation Workshop (site TBD)
- Discussion tables on walking/cycling/transit/cars/affordability
- Express your views on how to build a liveable city
- And how to afford it.



Questions?