

TMP Questions and Answers

Theme	Question	Answer
<p>General Policy</p>	<p>How will the City of Ottawa ensure that “people feel safe” on our streets, that we have “clean air”, and, that our streets are “not too noisy”? 2) Will you ensure high-level City staff from multiple departments sign up for the Healthy Streets Foundation Training? 3) Will you provide the public with an analysis of the health impacts of all transportation decisions 4) Will you lead a culture change at City Hall so that all staff understand their responsibility to transform public streets into healthy and equitable places (not to defend the status quo)? 5) To create Healthy Streets, will you install retractable bollards to create a network of downtown and neighbourhood-level healthy streets?</p>	<p>The TMP aims to embed the principles behind the Healthy Streets approach throughout the policy document and across all City functions involved in the planning, design, implementation and management of streets (see the table of policies on pages 2 to 4 of the <a href="#">Healthy Streets document</a>). The draft TMP drills down from policies to actions to assist with the implementation of policies that require changes to current practice.</p> <p>We are proposing to rename Theme 2, “Create a Healthier and More Equitable Transportation System”. Within this theme, we are adding a new policy on embedding health considerations in transportation planning. The policy will speak to considering health within the TMP Part 2 Capital Infrastructure Plan, Environmental Assessments, and the updated Multi-Modal Level of Service Guidelines that guide street designs and balance trade-offs.</p> <p>Regarding Healthy Streets training, the TMP team has conducted a detailed review of the Healthy Streets learning resources. We are currently exploring training options, including the possibility of custom training for a broad range of City staff in different departments.</p> <p>Regarding the analysis of health impacts, to be most effective, it is recommended that health considerations be incorporated into the key transportation tools that are used within project planning and design: this includes Environmental Assessments, and the updated Multi-Modal Level of Service Guidelines. This will be reflected in the new TMP policy within Theme 2. This approach ensures that health is considered early in the planning process when changes can be made more easily. In the case of Environmental Assessments, health impacts will be reported to the public alongside other project impacts. Since most street designs do not go to Council for approval, adding a Health Impacts section to Transportation Committee reports would capture only a minority of street design projects.</p> <p>Regarding retractable bollards, the draft TMP (Policy 3-4) already speaks to reallocating space on our streets on a temporary or seasonal basis, for special events or to create space for walking, cycling and place-making. In light of the recent truck protests, we will review the policy language around the use of temporary or permanent vehicle restrictions as a tool for protecting neighbourhood streets and/or creating filtered permeability in support of mode shift.</p>

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General Policy	<p>Are we considering congestion pricing or road tolls? Are we looking to reclaim on-street parking on some roads to facilitate active transportation?</p>	<p>We anticipate bringing forward a discussion paper as part of the TMP Part 2 that will identify different funding mechanisms, and some of those funding mechanisms have additional benefits in terms of reducing vehicular travel and greenhouse gas emissions. Should Council choose to study some of these funding mechanisms in greater detail, additional work would be undertaken to fully understand the implications of each option, focusing on issues such as technical feasibility, legislative authority, equity, privacy, revenue potential, and ability to achieve other City goals and objectives (for example, promoting transit, reducing congestion, or addressing climate change).</p> <p>Regarding on-street parking, we frequently need to adjust or remove on-street parking to make active transportation projects feasible. It is often a very difficult discussion, particularly through commercial areas. Draft TMP Policy 10-5 speaks to developing a curbside management strategy that would include a more holistic review of how curbside space is allocated and the principles that should be used to identify priorities.</p>
General Policy	<p>Why doesn't the city add cycle tracks automatically in renewal projects?</p> <p>Will all future street rehabilitation and new construction include segregated raised cycle paths / sidewalks and underground utilities?</p>	<p>The City of Ottawa approved the Complete Streets Implementation Framework in 2015. As part of the shift to a Complete Streets approach, the City of Ottawa considers all transportation modes when projects are initiated. For <b>road reconstruction</b> (where there is typically a complete rebuild of the road, sidewalk and underground utilities), the City considers what the desired transportation features are and goes through a process to determine what can be accommodated within the parameters such as right-of-way width and budget. This process has led to cycle tracks being installed through recent renewal projects such as Main Street and segments of Prince of Wales Drive. For <b>road resurfacing</b> (when a road is repaved), on-street bike lanes, buffered bike lanes and paved shoulders are added where feasible within the existing curb-to-curb space.</p> <p>The new Official Plan calls for cycling facilities being added at the time of road construction or road reconstruction, and where feasible at the time of resurfacing, to most collectors and arterials within the urban boundary and villages. Sidewalks are required on both sides of collectors and arterials and on at least one side of all new local streets (see details in the Official Plan section 4.1.2 policy 11). Underground utilities are evaluated on a case-by-case basis.</p>
General Policy	<p>Why are car facilities being added when the biking network is decades from being complete and many places have no sidewalk? Should there be a moratorium on car facilities until other facilities are up to speed?</p>	<p>The TMP Part 2 will evaluate the need and justification for future road projects to meet travel demand, in line with policies 5-1, 5-2, 9-3 and the Guiding Principles that speak to prioritizing sustainable and space-efficient modes. The TMP Part 2 will also explore different investment scenarios for roads, transit, and active transportation. A policy-based moratorium on new road infrastructure is not being contemplated at this time. Note that policy 9-4 speaks to lane conversions for transit and limiting road widenings beyond four</p>

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		midblock lanes, while policies 4-1 and 7-3 speak to re-allocation of space for pedestrians, cyclists, transit and/or placemaking.
General Policy	Since the goal of the TMP is to reduce the driving mode share, why is disincentivizing driving not explicitly part of the TMP?	Policy 5-1 speaks to encouraging sustainable modes by giving them a competitive advantage: “Modes to be encouraged should be given a competitive advantage through time, cost, distance, comfort, or other factors.” This may be achieved by making sustainable modes more attractive, or by making single-occupant vehicle trips less attractive. At the same time, a guiding principle is to provide an acceptable level of service for all modes. The definition of “acceptable” will vary by context (e.g. downtown vs. rural environment).
General Policy	Will the City ensure that it’s cheaper to get around by transit and active transportation?	Policy 5-1 states that the travel modes people choose (e.g., walking, cycling, transit, driving, etc.) are largely a result of relative competitiveness. Modes to be encouraged should be given a competitive advantage through time, cost, distance, comfort, or other factors. Note that as part of the TMP Update, the City is reviewing the cost of travel by mode and will be releasing a “cost of travel calculator” to assist residents in comparing the cost of different travel options. The analysis will consider both the direct costs to travellers (such as transit fares and vehicle ownership costs), as well as indirect costs to other residents (such as air quality impacts) and the cost to the City to provide and maintain the necessary infrastructure and services.
General Policy	Is there thought put into getting rid of “stroads” or commercial street that have high speeds similar to “stroads” <sup>1</sup> ?	Policy 9-2 speaks to implementing the concept of “access” versus “flow and capacity” streets. An “access” street has a close relationship to its surrounding land-uses and exhibits high vehicular friction and slow speeds. In contrast, a “flow and capacity” street plays a structural role in the overall street grid by virtue of its role in moving people and goods over longer distances, between different areas of the city. Access and flow/capacity functions are, by definition, incompatible objectives; a street that provides robust access to destinations through frequent pedestrian crossings, transit stops, driveways, and parking spaces will require slow traffic speeds and reduced vehicular flow. For this reason, streets should be designed with either “access” or “flow and capacity” as the primary objective. A “stroad” can be seen as a street that aims to achieve the incompatible objectives of both “access” and “flow and capacity”. Policy 9-2 is the starting point for clarifying the key objectives for road design, and adjusting design guidance accordingly. Many commercial streets are Mainstreet or Minor Corridors in the new Official Plan; the draft TMP states that these streets will generally be designated as access streets, although it is recognized that some exceptions will exist.

<sup>1</sup> The term “stroad” was coined by Charles Marohn of Strong Towns to describe a type of thoroughfare that is a cross between a street and a road but that performs neither function well. [Strong Towns](#) defines a “street” as a place where people interact with businesses and residences to produce wealth, while a “road” provides a high-speed route between productive places.

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General Policy	How can the city wait for others to solve the interprovincial crossing without planning any new crossing?	<p>There are policies in the draft TMP that speak to the interprovincial truck issue. We appreciate the challenges that trucks create in the downtown and the City is committed to working with its partner agencies at the provincial and federal level, as well as the Ville de Gatineau, to identify and implement solutions. The federal government is taking a leadership role; the National Capital Commission (NCC) Board of Directors recently approved the <a href="#">Long-Term Integrated Interprovincial Crossings Plan</a> for Canada's Capital Region which includes a number of short-, medium-, and long-term strategies. Several short-term strategies are focused on the issue of trucks within the downtown. They include the following:</p> <ul style="list-style-type: none"> <li>• Work with partners to complete updates to regional travel data, including the origin-destination survey and the commercial vehicle survey</li> <li>• Establish the PSCP Sixth Crossing Project Office with the support of the NCC</li> <li>• Embark on a joint regional truck route and goods movement study</li> <li>• Establish a regional goods movement forum with the goods movement industry to link industry stakeholders to decision-making on interprovincial travel</li> <li>• Regularly review and assess the impact and suitability of existing and potential truck restrictions on core area routes</li> </ul> <p>The City will be a key partner in this work, as discussed in the TMP.</p>
General Policy	Will this plan take a hard line against further road widening and erosion of greenspace and reallocate the funds towards public transit and bike paths, which carry far more people with far fewer emissions while costing far less?	<p>The TMP Part 2 will evaluate the need and justification for future road widenings to meet travel demand, in line with policies 5-1, 5-2, 9-3 and the Guiding Principles that speak to prioritizing sustainable and space-efficient modes. A policy-based moratorium on road widenings is not being contemplated at this time. The TMP Part 2 will allocate funding towards road, transit and active transportation infrastructure based on mobility needs, considering mode share and greenhouse gas reduction targets.</p>
Climate Change/Fossil fuels	How does the TMP plan to nudge motorists to switch to zero-emission vehicles?	<p>Policy 1-4 speaks to supporting the transition to electric vehicles, including creating space on City streets for EV charging stations where they are warranted. Further actions to support the uptake of electric vehicles will be addressed by the Planning, Real Estate, and Economic Development Department through the implementation of the City's <a href="#">Energy Evolution Strategy</a>.</p>
Climate Change/Fossil fuels	Will your plan accommodate Neighbourhood Electric Vehicles (NEVs) in Ottawa?	<p>In October 2021, the City of Ottawa revised its bylaws to allow Low-Speed Vehicles to operate on City streets. A low-speed vehicle is an electric, four-wheeled vehicle that is smaller and lighter than a regular car. Low-speed vehicles have a maximum speed of 40 kilometres per hour. The City of Ottawa's bylaw falls under the Provincial pilot that runs until June 2027.</p>
Active Transportation	Why are there not minimum sidewalk and cycle track requirements for connection to future LRT stations?	<p><a href="#">Policy 8-4 includes guidance on active transportation facilities for new rapid transit stations. It states that active transportation facilities that support a minimum viable walkshed and bikeshed should be provided as part of rapid transit projects, rather than adding these facilities afterwards. It further states that the City will scope future rapid</a></p>

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		<p>transit capital projects to require high quality active transportation facilities between rapid transit stations and the adjacent neighbourhoods, extending to and including the nearest intersections. This policy reflects lessons learned from Stage 2 LRT projects.</p>
Active Transportation	<p>Will the TMP try to balance both Active Transportation Projects that are completed to a finished state, as well as other projects that establish cycling facilities right away (i.e. quick build)?</p>	<p>The Active Transportation Candidate Projects List does aim to balance projects that can be implemented quickly and at low cost, with those that require significant infrastructure design and construction.</p> <p>The list includes “infrastructure projects” that require significant construction; these projects aim to provide comfortable, high quality cycling facilities while also making efficient use of available funding to improve cycling and drive mode shift citywide. The list also includes “pavement markings and signage projects” that have the potential to be implemented rapidly, at low cost. “Feasibility study projects” may yield a range of solutions but are generally expected to require significant construction. The Active Transportation Candidate Projects focus on critical gaps where no other major works are planned in the near-term.</p> <p>City policies also include other mechanisms to deliver cycling facilities. Projects delivered through resurfacing or other City programs also have the potential to establish cycling facilities right away and can include the use of Kwik Kerbs or pinned curbs where there is space within the right-of-way. Integrated road renewal projects that involve rebuilding the entire street (including underground utilities, roads, sidewalks and boulevards) can deliver longer stretches of cycle tracks and protected intersections (e.g. <a href="#">Bank Street renewal</a>).</p>
Active Transportation	<p>Connectivity between Wellington Village and the Ottawa River is of vital importance to residents (and to employees) in and around the area. I do not see Tunney’s Pasture mentioned in any of your pedestrian and cycling candidate projects<sup>1</sup>. Can you explain this gap?</p>	<p>Active Transportation facilities within and through Tunney’s Pasture are the responsibility of Public Services and Procurement Canada (PSPC) and Canada Lands, and will be provided at the time of redevelopment. We would encourage residents to share these views for AT enhancements with PSPC / Canada Lands as part of the future planning for Tunney’s Pasture. Additional information can be found on the <a href="#">project website</a>.</p>
Active Transportation	<p>Can the City require that developers provide cycling infrastructure and focus on active transportation over cars?</p>	<p>To some degree, yes. The City’s <a href="#">Transportation Impact Assessment</a> (TIA) Guidelines assist developers and their transportation consultants with the integration of their proposed developments with the City’s transportation network. Where appropriate, the City can work with developers to have them implement or upgrade cycling and pedestrian infrastructure within the vicinity of their site.</p>
Active Transportation	<p>What would it take for every active transportation project identified to be funded?</p>	<p>We expect that the proposed Pedestrian and Cycling Candidate projects could all be funded from 2024 to 2046 if the existing baseline funding for core AT budgets continues to 2046. Some but not all of the projects identified as “Feasibility Studies” would also fit within the current 2024-2046 baseline AT funding envelope. However, it is expected that</p>

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	<p>You stated that the projects are laid out to 2046. If you got additional funding, maybe those project timelines would be quicker than 2046. How can residents assist in making sure that budgets line up to make things happen a little bit quicker?</p>	<p>additional funding will be made available over the coming years to accelerate the implementation timeline. For example, the City is currently awaiting a response to its request for funding from the Federal Active Transportation Fund. Furthermore, as part of the Capital Infrastructure Plan (TMP Part 2), the TMP team will review the allocation of TMP funds across different types of projects and modes. Ultimately, Council will need to decide how funds are invested.</p>
<p>Active Transportation</p>	<p>What are protected intersections? Can you provide a definition of what that is?</p>	<p>Protected intersections are a design that improves safety for vulnerable road users, particularly pedestrians and cyclists. In general, they shorten crossing distances, reduce exposure to turning vehicles, increase visibility, and improve vehicle yielding behaviour. They also provide cyclists with a dedicated path (a crossride) through an intersection, similar to a crosswalk for pedestrians.</p> <p>The intersection of St-Laurent Boulevard and Donald Street is an example within Ottawa. A recent project modified this intersection to add crossrides and other features of a protected intersection such as corner islands, setback crossings, and pedestrian refuge areas. More information is available on the web through the City of Ottawa's protected intersection <a href="#">introduction and video</a>, the City's <a href="#">Protected Intersection Guidelines</a> and other planning materials such as <a href="#">NACTO</a>.</p>
<p>Walking</p>	<p>When a sidewalk needs to be replaced, what is the reasoning for it being rebuilt with asphalt or concrete?</p>	<p>Typically, when rebuilding sidewalks, they are reconstructed using concrete, which is the City standard. However, there are exceptions such as: there is a planned project that will require reconstruction of the sidewalk in the future; work is being done as additional scope to a project where the sidewalk reconstruction was not originally budgeted for; the sidewalk is located in a designated Heritage district where the new infrastructure is required to match the existing (e.g. Rockcliffe Park); asphalt sidewalks are the predominant material in a neighbourhood and reconstruction with asphalt maintains the character of the area.</p>
<p>Walking</p>	<p>How will the city make neighborhoods more walkable?</p>	<p>There are policies throughout the draft Transportation Master Plan that aim to make neighbourhoods more walkable. For example:</p> <ul style="list-style-type: none"> <li>• Creating lively, people-friendly streets (Policy 3-4)</li> <li>• Adding sidewalks, building pathway shortcuts and improving pedestrian infrastructure (Policies 6-2, 6-3 and 6-5)</li> <li>• Adding shade and trees to transportation infrastructure (Policy 1-3)</li> <li>• Using best practices in designing new communities (Policy 5-4)</li> <li>• Winter maintenance of pedestrian infrastructure (Policy 6-6)</li> <li>• Making it easier to cross the road (Policy 6-4)</li> <li>• Slowing down vehicle speeds, including 30 km/h local streets (Policy 9-8)</li> </ul> <p>There are also several policies within the Official Plan that help to make Ottawa's neighbourhoods more walkable through land use changes; for example, the identification</p>

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		of Minor Corridors (see Schedules B1-B8) and forthcoming Zoning By-law Review will add land use flexibility to allow commercial amenities closer to neighbourhoods to make it easier for people to reach those destinations without driving.
Walking	How can the City improve pedestrian connectivity when a sidewalk ends and continues on the other side of the road?	Through an earlier consultation phase, residents were able to identify locations where there is no dedicated street crossing and/or the sidewalk ends. Staff have considered these locations in developing the retrofit Active Transportation Candidate Projects and these locations may also be considered through the City's pedestrian crossover (PXO) program. Within the draft Transportation Master Plan document, Policy 6-4 and Action 6-4A are directed towards making it easier for residents to cross the road and increasing the safety, comfort and convenience of walking. The City is also working to gradually address the many gaps in the sidewalk network, as sidewalks are added at the time of redevelopment or road reconstruction.
Walking	What is the sidewalk policy change?	In the previous versions of the Official Plan and TMP, new local streets only required a sidewalk on one side under certain conditions (to provide connectivity to specific amenities). In the updated versions, sidewalks will be required on at least one side of <b>all</b> new local streets.
Walking	Will the City make pedestrian crossings safer by adding flashing lights to all of them?	The City follows the Ontario Traffic Manual Book 15 Table 7 Pedestrian Crossover Selection Matrix when determining what level of pedestrian crossover (PXO) is suitable at a given location. Road width, 8-hr vehicle volume and speed determine whether a Type D (no flashers), or Type C or B (flashers) is suitable. Each location is reviewed individually and the appropriate level installed. For those PXOs initially installed as Type D, the City would not add flashing beacons as a retrofit after installation unless there was a change in traffic volume, road width, or speed as per the selection matrix. Residents can contact 311 with any concerns about the safety of specific PXOs.
Cycling	Why are no local streets going to get Segregated cycling infrastructure?	On local roads, the City has new guidelines for providing physical measures to keep traffic speeds to a maximum of 30km/hr. On most local roads – especially those built to 30 km/h – vehicle volumes and speeds are expected to be low enough to allow comfortable cycling in shared space. In certain contexts – for example, on local roads with high vehicle volumes or fronting schools – segregated cycling facilities may be provided as per provincial guidance (OTM Book 18). Our objective is to achieve a level of cycling stress low enough to be compatible with “8-80” cycling – i.e. facilities that are comfortable for everyone from an 8-year old to an 80-year old.
Cycling	Why is there so much resistance to plowing bicycle painted lanes in winter if bicycling is 'so encouraged'?	The 2013 Ottawa Cycling Plan established the City's first winter cycling network and identified a network of routes that are cleared of snow through the winter. The winter cycling network includes approximately 40 km of connected facilities in the Downtown and Inner Urban transects, where there is the highest amount of cycling traffic. The winter cycling network prioritizes maintenance of physically separated and off-road facilities because they are more attractive for winter cycling trips.

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		<p>The draft TMP proposes criteria for expansion of the winter cycling network and states that the City will continue to prioritize routes that consist primarily of separated facilities because they are more attractive for winter cycling. We will also focus on connectivity – routes that connect to the existing winter network, to a winter-maintained interprovincial link, or directly to a rapid transit station.</p>
Cycling	<p>Why are painted line bike lanes and sharrows still being considered when studies show that they are no safer or even more dangerous (for sharrows) than just a plain street?</p>	<p>North American transportation engineering guidance indicates that providing dedicated space for bicycle travel (including painted bike lanes) is safer than not providing anything at all. Within the 2021 update of the Ontario Traffic Manual – Cycling Facilities, painted bicycle lanes continue to be identified as an appropriate facility for certain contexts. This is similar to other guidance from other jurisdictions around the world.</p> <p>Similarly, the City follows guidance from the Ontario Traffic Manual and other engineering guidance regarding the use of sharrows; they are often used in short segments to help guide cyclists through turning movements or merges.</p>
Cycling	<p>With the increased use of bicycle lanes, it is strange that these lanes just end and sometimes merge into a narrow, dangerous stretch of road.</p> <p>Can the TMP explicitly state that we will stop building partial bike lanes?</p>	<p>The “complete streets” policy of the Transportation Master Plan means that most new cycling facilities are implemented through other planned works such as road reconstruction, resurfacing or major transit projects. Through this approach, the City is able to accelerate the implementation of cycling facilities across the city and deliver new facilities cost-effectively. However, one disadvantage of this approach is that segments of a bike facility can sometimes be completed at different times. The Active Transportation Candidate Projects delivered through the TMP can help to address missing links and complete routes. For example, the 12 km East-West Bikeway #2 from Scott and Churchill to Hemlock and St. Laurent was fully completed after a focused effort over 5+ years.</p>
Cycling	<p>Will we remove the dismount and walk sign for cyclists at intersections and build separate cycle lanes for cyclists at the intersections?</p>	<p>The City has a legal obligation to comply with Ontario’s Highway Traffic Act which does not permit riding a bicycle within a crosswalk. The City’s preference is to install cycling infrastructure that does not require dismount and walk signage. Often the locations where these signs are required are ‘legacy’ infrastructure which do not comply with the latest guidance (i.e. they do not have designated crossrides).</p> <p>The City is gradually taking steps to reconfigure locations where dismount and walk signage is present. A good example is along the Scott Street corridor where upcoming projects, when complete, will eliminate all 13 dismount and walk signs.</p>
Cycling	<p>Will future bike lanes actually be prioritized where it requires meaningful trade offs with cars?</p>	<p>As part of the Complete Streets Framework, the City developed “level of service” targets and metrics for pedestrians, cyclists, and transit customers, supplementing established measures for motorized traffic. The Multi-Modal Level of Service Guidelines (MMLOS) allow the City to quantify how design choices would affect different users and more clearly understand potential trade-offs between modes of travel. This has been a key</p>

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		<p>component in shifting the emphasis from moving vehicles to moving people. The City will be updating the Multi-Modal Level of Service Guidelines in the near future, as part of the TMP Update.</p> <p>In many contexts, we do expect that cycling facilities will be added where this requires the removal of parking and/or increasing delays for vehicles. For example, the design for the renewal of Main Street went to Transportation Committee and Council, where it was explained that adding these facilities would cause delays to vehicles and buses during peak hours.</p>
Cycling	Will there be advanced lights for cyclists?	<p>The City does operate 'leading bicycle interval' traffic signals which permit people riding bikes a head start over motor vehicles. There are certain conditions required to permit this; typically, these include a separated cycling facility leading into and out of the intersection and dedicated bicycle signal heads (lights). Examples include some intersections along Laurier Avenue and Main Street.</p>
Cycling	Does the City recognize that the cycling community is not monolithic and that there are differences in the reasons why people bike? E.g. for recreation, for transportation etc...	<p>Yes. The City's intent is that the cycling network within the urban boundary achieves a number of goals focused on utilitarian transportation as well as supporting short trips within the community and providing opportunities for recreation. Investments in cycling infrastructure can provide opportunities for all types of trips; for example, the Flora Footbridge is popular for 'typical commute' bike trips during weekdays and recreational bike trips on weekends.</p>
Transit	In light of the resurfacing of plans to convert Wellington St. into a pedestrian precinct, are plans for public transportation such as a tram being considered?	<p>The Société de transport de l'Outaouais (STO) is currently planning the West Gatineau tramway which will connect into downtown Ottawa via either a surface tram route on Wellington Street or a tunnel under Sparks Street. The NCC has also expressed interest in a longer-term transit loop connecting both downtowns, with the potential for a transit mall along Wellington Street, and is working with the City, STO and federal partners on a range of transportation projects involving Confederation Boulevard (the ceremonial route that runs along Wellington Street).</p>
Transit	Can we say more about transit planning? I wonder about the frequent transit routes.	<p>The TMP will not recommend changes to specific transit routes or frequencies. Transit service planning is guided by the City's transit service standards; changes to routes and/or frequencies are determined by OC Transpo based on these standards. However, the TMP policies acknowledge the importance of transit service frequencies to the convenience of transit and its competitiveness relative to driving. The TMP Part 2 may assess the role of transit service frequencies in achieving the City's greenhouse gas emissions reduction targets.</p>
Engagement	Why are we limited to five choices among the candidate projects?	<p>Limiting the number of choices per respondent helps staff determine which projects are very important for the greatest range of users and will serve as one of many inputs into prioritization.</p>
Engagement	What provisions are in place to ensure that the input received from the public will in fact	<p>The TMP Engagement has been robust and has included online surveys, numerous targeted stakeholder meetings, and a monitored inbox. Policy writers are reviewing each</p>

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	<p>have a meaningful influence on the traffic plan? What measures have been taken during this design and approval process to compensate for the systemic bias against traditionally underrepresented communities?</p>	<p>comment submitted and are updating the TMP policies based on the feedback received. A revised draft of the TMP policies will be released prior to seeking Council approval, along with a document that shows how the comments have been addressed.</p> <p>The City of Ottawa is committed to reaching traditionally underrepresented communities. The Ambassadors Working Group, established during the New Official Plan process, has engaged in every consultation phase of the TMP process. The Ambassadors Working Group will continue to participate in the TMP until the project is completed. Of note, Policy 2-1 of the draft TMP includes an emphasis on improving engagement with equity-deserving groups and residents of priority neighbourhoods in transportation projects.</p>
<p>TMP Part 2</p>	<p>Why is the Alta Vista Parkway still in the TMP? What steps are needed in order to get it officially removed?</p> <p>Will the much needed and long overdue Alta Vista Corridor be constructed from Conroy?</p>	<p>Part 2 of the TMP, the Capital Infrastructure Plan, will re-evaluate the need and justification for the transit and road projects approved in the 2013 TMP that are not yet built. The updated transit and road networks will be shared with the public for consultation before going to Council for approval in the Fall of 2024. The Alta Vista Transportation Corridor will be considered within Part 2.</p>
<p>TMP Part 2</p>	<p>Immediate action is needed to address the increased traffic (vehicle, cycling and walking) volume on Greenbank Road south of Strandherd which is the only direct access route to / from the rapidly expanding residential area south of the Jock River. The Barrhaven Greenbank Road Realignment project had been proposed more than 10 yrs ago and was a selling point of the neighbourhood and is needed now as development continues.</p> <p>The existing Greenbank bridge is a safety hazard.</p>	<p>The timing of construction for the Greenbank Road Realignment and Southwest Transitway Extension (Chapman Mills to Cambrian) is still under review and will depend on available funding. Design work is underway and is expected to be completed in 2024. The construction phase of this project will occur over multiple years. Currently, construction is tentatively scheduled to commence in 2030. While the 2013 TMP identified the Greenbank Road Realignment as a Phase 1 project, the timing was changed due to a motion that went to Transportation Committee on December 14, 2016 and to Council on January 25, 2017. This motion swapped the order of the Greenbank Road and Strandherd Drive projects, allowing Strandherd Drive to be constructed first and delaying Greenbank Road.</p> <p>In developing the Part 2 Capital Infrastructure Plan, the City will be reviewing the prioritization and timing of future infrastructure projects, including the realignment of Greenbank Road and Southwest Transitway Extension. Based on this review, the timing may be adjusted. The project may also be completed in phases to advance key segments. As part of the Greenbank Road Realignment, the intersection of Greenbank Road and Jockvale Road will be reconfigured. The existing Greenbank Bridge alignment over the Jock River will ultimately be closed to vehicle traffic following completion of this project. A new (straighter and wider) structure will be constructed along the realigned Greenbank corridor to the west of the existing structure.</p> <p>Other recent / ongoing road projects within Barrhaven include the \$112M Strandherd Drive widening and the \$58M Greenbank Road widening (south of Malvern).</p>

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TMP Part 2	<p>What is the plan for handling increased east-west and north-south vehicle traffic? Will the 417 be widened again, or is there some other highway planned?</p> <p>Does this Policy Document (Part 1 of the TMP) contemplate or allow for consideration of a highway that could connect the 416 to the 417 south of the City?</p>	<p>The Part 2 Capital Infrastructure Plan will evaluate the need for new vehicle capacity where sustainable transportation alternatives are not feasible to accommodate demand and where road projects align with City policy objectives.</p> <p>Highways 416 and 417 are provincial highways, under the jurisdiction of the Ministry of Transportation of Ontario (MTO). MTO has recently released a <a href="#">draft transportation plan for Eastern Ontario</a> that calls for widening Highway 417 to four continuous lanes in each direction between Highway 416 and Maitland Avenue. The plan also calls for exploring the potential of an Ottawa ring road to reduce congestion in the city core.</p> <p>Note that Ottawa’s new Official Plan includes a policy statement that the City will not support further widening of Highway 417 through the Downtown and Inner Urban Transects.</p>
TMP Part 2	Is a higher order transit service along the Beachburg Subdivision being considered for the transportation master plan?	The TMP Part 2 will assess future mobility needs and will identify transit projects that will enable the City to accommodate future travel demand and meet its mode share targets. However, given projected land use and growth patterns, it is not expected that higher order transit along the Beachburg rail corridor will be justified before 2046. A part of this corridor, from Klondike Road to east of March Valley Road / the NCC’s greenbelt lands, has been identified as a candidate multi-use pathway project between 2023 and 2046.
TMP Part 2	Is there a target for the maximum amount of time that one should use their personal vehicles, perhaps different in different parts of the city?	As part of the Part 2 Capital Infrastructure Plan, the TMP will set mode share targets, including targets for different areas of the city. These targets will identify the proportion of trips to be made by walking, cycling, transit, and driving. Other metrics that will be considered and that may have targets are vehicle kilometres travelled (VKT) and greenhouse gas emissions (GHG) from transportation.
TMP Part 2	What are the city plans to make Ottawa more visitor-friendly so folks can access the downtown core by car?	The City’s direction is set by the new Official Plan, see section 2.2.2 Economic Development, and the draft TMP policies recognize the importance of supporting tourism and economic development (Theme 3). The TMP Part 2 Capital Infrastructure Plan will identify road and transit networks to address the City’s mobility needs, considering both residents and visitors. With regards to improving access to the downtown, the City’s O-Train Line 2 extension, currently under construction, connects south to the airport, while O-Train Line 1 connects downtown to the VIA Rail Station on Tremblay Rd.
TMP Part 2	When is the O-Train scheduled to be extended to Barrhaven?	There is no schedule for the O-Train extension to Barrhaven. In the 2013 Transportation Master Plan, the O-Train extensions to Barrhaven and Kanata were part of the ultimate transit network and were both anticipated to be built beyond 2031. Since 2013, there has been significant work to advance these projects including completion of Environmental Assessments. Council has identified the O-Train extensions to Barrhaven and Kanata (Stage 3) as a priority and the City is currently seeking federal and provincial funding to implement these projects.

Theme	Question	Answer
TMP Part 2	Light Rail does not come to Kanata under the present plans and the route does not serve the business park. What will the TMP do to help us?	<p>As noted above, Council has identified the O-Train extensions to Barrhaven and Kanata (Stage 3) as a priority and the City is currently seeking federal and provincial funding to implement these projects.</p> <p>Regarding transit connections to the Kanata North technology park, there are plans for a bus rapid transit (BRT) facility on March Road that would connect with Eagleson station and head north through the Kanata North technology park to north of Maxwell Bridge Road. The March Road BRT project is very important to serve the Kanata North technology park. In addition, the Kanata North Business Association has some innovative plans to implement autonomous vehicle (AV) connections to the city's transit system. The City will support the Kanata North Business Association in its efforts to implement an AV transit network.</p>
TMP Part 2	Is rapid transit to the southeast of Orleans, being pledged earlier than 2036 in light of all the new growth?	As part of the Part 2 Capital Infrastructure Plan, the City will be reviewing the prioritization and timing of future infrastructure projects, including the Cumberland Transitway.
TMP Part 2	What cycling modal share is the City aiming for, year by year? When will it rival Copenhagen or Amsterdam at 30-50%?	Mode share targets will be identified within Part 2 of the TMP. We will consider Ottawa's GHG emissions reduction targets from the Climate Change Master Plan, as well as the Official Plan objective that at least half of all trips be made by sustainable modes.
Accessibility	Why is the word accessible not in the vision and the guiding principles? Flexible, safe, dependable and efficient. Why wasn't accessible put into the vision?	Accessibility is addressed in the vision in the statement that describes providing travel options for people "regardless of their income, identity or <b>ability</b> ". The draft TMP also includes the guiding principle: "Provide barrier-free transportation facilities and services, taking into account the needs of the most vulnerable". The vision statement and guiding principles were informed by previous phases of consultation.
Accessibility	There are five times as many disabled people as cyclists. Why are more resources not planned for the disabled instead of the cyclists?	All new and reconstructed infrastructure is now designed and built to meet accessibility standards. This has resulted in major upgrades to infrastructure; for example, Ottawa now has over 900 intersections equipped with accessible pedestrian signals (APS) and that meet AODA requirements for pushbutton locations and tactile walking surface indicators (TWSIs). The City will continue to implement accessibility standards through new infrastructure and reconstruction of existing infrastructure. The City also has several programs that help to address accessibility barriers through localized investments. Examples include rebuilding bus stops, adding curb ramps and tactile walking surface indicators, and rebuilding signalized intersections as part of cycling "retrofit" projects. Ottawa's transit system is also designed, built and operated to provide accessibility for people with disabilities.
Accessibility	Does the city acknowledge that improving cycling facilities in fact improves conditions for people with disabilities?	As noted above, many cycling "retrofit" projects involve rebuilding intersections to accessibility standards, at a high cost (>\$1 million per intersection). These intersections would not otherwise be rebuilt in the foreseeable future. Many cycling projects also upgrade pedestrian infrastructure to accessibility standards; separate pedestrians and

Theme	Question	Answer
		cyclists; and discourage cyclists from riding on sidewalks. These improvements benefit pedestrians, including people with disabilities. Ottawa's new standards for cycle tracks include a half-height curb to separate cyclists from pedestrians.
Equity	How will priority neighborhoods be selected – what is the criteria?	See Annex A of the draft TMP for a description of how TMP priority neighbourhoods were identified and for a map of the priority neighbourhoods. The priority neighbourhoods were identified using the <a href="#">Ottawa Neighbourhood Equity Index</a> and were selected because they have high concentrations of socially and economically vulnerable residents, who are therefore at greater risk of experiencing transportation barriers to social and economic participation.
Rural	Are rural residents, youth and seniors considered people with barriers?	Yes, these are groups that are included within the City's Equity and Inclusion lens. There are challenges that are unique to these groups and as part of the TMP we will consider what transportation policies are needed to address these challenges. For example, in the rural areas, we know that there are concerns about access to transit (see the question below). Children and youth require higher levels of separation from traffic when using active transportation (see policy 2-3). Priority winter maintenance for walking routes (policy 6-6) also has an equity component, with women, seniors and other equity-deserving groups more likely to rely on walking and public transit for transportation. We will continue to look at each group and their unique transportation barriers in order to identify potential solutions.
Rural	How will you consider the needs of rural students in the TMP? Students in rural areas have a difficult time reaching Algonquin, Carleton, and U of O. How will you ensure public transportation service is available to them?	We will be reviewing the draft TMP policy language related to transportation in the rural areas and rural mobility challenges. Unfortunately, the cost of conventional transit service in rural areas outside villages is prohibitive so the City provides Park & Ride lots for access to conventional transit and also partners with <a href="#">community support service agencies</a> . In response to the comments received, we expect to add more of an emphasis in the draft TMP on rural transportation challenges, existing rural transit and transportation services, and a potential path forward.
Rural Active Transportation	Were rural communities considered for active transportation projects? (e.g. Rideau-Goulbourn)	Yes, the City's draft rural active transportation network identifies a network of roads within the rural area that are intended to have paved shoulders added at the time of resurfacing. Additionally, rural villages, particularly those with larger populations, were considered for retrofit active transportation projects and the draft list includes projects within villages such as Carp, Cumberland, and Richmond and North Gower (within Rideau-Goulbourn ward). The City is also continuing to invest in rail-to-trail conversions, many through rural areas.
Rural Active Transportation	Will we set priorities for existing rural streets that do not have sidewalks, not just new streets? So rural communities can have a sidewalk.	Yes, the City's retrofit Active Transportation program applies to Villages within the rural area as well as communities within the urban boundary. To arrive at the draft list of projects for the recent consultation, a review of streets across the city was undertaken, along with receiving recommendations from the public and Councillors. As examples, the draft list includes sidewalks on streets within the villages of Constance Bay and Osgoode.

Theme	Question	Answer
		Existing streets within Villages are also expected to have sidewalks added at the time of reconstruction or redevelopment.
Winter Maintenance	In winter, the lack of snow clearing on pathways can be a detriment to residents wishing to walk; how can this be improved? What about National Capital Commission pathways?	In general, all sidewalks within the city are winter-maintained through the winter months to ensure that they are available for residents to use. For pathways, the 2013 Ottawa Pedestrian Plan identifies the eligibility criteria for winter maintenance on a request basis. The draft Transportation Master Plan includes policies and action items to increase the number of pathways that would meet criteria for winter maintenance; refer to Policy 6-5 and 6-6. For example, Action 6-5B calls for identifying important neighbourhood pathway shortcuts that should be included and prioritized for winter maintenance. The National Capital Commission has their own policies about winter maintenance of pathways; many NCC pathways are not winter maintained. See the <a href="#">NCC website</a> for more details.
Parking	Why doesn't the TMP also address parking issues?  Did the city consider increasing parking costs and reducing free parking hours?	The <a href="#">Municipal Parking Management Strategy</a> (2019) was recently approved by Council and governs the provision of municipal parking within the city. The draft TMP policies (for example, Policy 10-6) identify a few aspects of the Municipal Parking Management Strategy that link to the TMP objectives. For example, we reference the potential value of demand-based parking pricing to support local business and encourage turnover. The draft TMP also states that, to avoid the perception that driving is cheaper than transit, the City's parking supply should be priced at or above the cost of transit for a typically sized travel group. Draft TMP Policy 10-5 also calls for the future development of a curbside management strategy to review and update how curbside space is allocated citywide, given the many competing uses.
Parking	Does city staff acknowledge that replacing car parking with bike facilities improves economic activities at affected areas?	Parking policy is governed by the Municipal Parking Management Strategy and the Bike Parking Strategy. Policy 10-6 speaks to leveraging parking to support economic activity and encourage sustainable transportation.
Projects	Will projects be prioritized by location – inner/outer transect?	Projects will not be prioritized by transect. Prioritization will consider a number of factors, primarily focused on the ability of the project to achieve the City's mobility and city-building objectives.
15-Minute Neighbourhoods	15-minute neighborhoods. It was mentioned that greenfield development would implement these, but will we modify existing neighborhoods into 15-minute neighborhoods?	The new Official Plan includes policies to encourage intensification and other land use changes that can help to create 15-minute neighbourhoods in existing communities. It also includes policies to encourage active transportation shortcuts that reduce trip distances for walking and cycling, so that more destinations are accessible within a short walk or bike ride. The draft TMP policies and Active Transportation Candidate Projects build on the Official Plan policies by encouraging shortcuts, winter maintenance to support year-round walkability, and the provision of safe and comfortable facilities for walking and cycling for community trips.
Official Plan	Does the city plan to aggressively require much more mixed usage planning for new subdivisions to ensure they have grocery,	Recent and ongoing greenfield Secondary Plans (e.g. Riverside South Secondary Plan Update) are placing greater emphasis on planning for a mix of uses to support 15-minute neighbourhoods. However, land use planning can only determine what is allowed and

Theme	Question	Answer
	dental, doctor, fitness activities, etc. all within a short distance together? Is the City going to drive this change by very specific hard targets for service clusters in housing subdivisions?	where, and cannot force the market to provide certain services. There are also other factors that influence whether or not these services choose to locate in new subdivisions, such as residential densities and multi-modal connectivity; the City's new Official Plan and draft TMP include policies that address these issues in support of 15-minute neighbourhoods.
Official Plan	How will this plan densify urban and suburban neighborhoods to make communities more walkable, with amenities close enough to preclude driving as much?	The new Official Plan includes targets for intensification within existing and future neighbourhoods (see Table 3b) as well as policies to support walkable, 15-minute neighbourhoods (e.g. Sections 3.3, 4.1, 4.2 and 6.3). The identification of Minor Corridors (see Schedules B1-B8) and forthcoming Zoning By-law Review will add land use flexibility to allow commercial amenities closer to neighbourhoods to make it easier for people to reach those destinations without driving.
Official Plan	What is the mechanism for the TMP priorities to require amendments to the zoning rules Ex R4 (Narrow roads in Mechanicville)	The TMP generally does not result in direct changes to the Zoning By-law. These changes usually come from planning policy (e.g. Secondary Plans) or the Zoning By-law Review, which brings the Zoning By-law into conformity with the Official Plan.
Automated Vehicles	<p>Automated Vehicles will have to make ethical decisions. Will the city planners be requiring a detailed explanation of the programmed ethics for any AV being authorized?</p> <p>How can the city permit autonomous vehicles on Ottawa's road? Will the city prohibit them?</p> <p>What year does the city predict to see mainstream use of self-driving cars? Would this mobility change and create more traffic?</p>	<p>The federal and provincial government are responsible for authorizing and regulating the use of automated (self-driving) vehicles. The Ministry of Transportation currently has a pilot project underway to test automated vehicles on Ontario roads. The City may be asked to provide input to the Province on issues related to AVs, and the City may be given the capacity to invoke some targeted local policies for certain types of AVs.</p> <p>The City of Ottawa will closely monitor the results of the Ontario pilot and similar initiatives. The draft TMP (policy 4-5) speaks to establishing an automated vehicles readiness working group to monitor the forthcoming emergence of automated vehicle technologies, and to advance policies, regulations, design guidelines and infrastructure that maximize the potential advantages of AVs while mitigating potential negative impacts from the City's perspective. The draft TMP also acknowledges the risks of automated vehicles such as increases in driving.</p> <p>The City does not have a prediction regarding the mainstream use of autonomous vehicles but will be monitoring industry trends. In the next phase of the TMP (TMP Part 2), the City will be exploring various scenarios to inform the development of the recommended road and transit networks, and at least one of these scenarios will include autonomous vehicles. The TMP is updated every 5 to 10 years, so assumptions regarding AVs will be refined over time, as trends become clearer.</p>
Definitions	What does Place Making mean?	The TMP Glossary (Annex C) provides the following definition: Placemaking is a process that seeks to strengthen the connection people have to their communities through ensuring the public realm and public spaces benefit everyone by promoting people's health, happiness and well-being. It involves integrating the physical, cultural and social

Theme	Question	Answer
		identities that define a place. Placemaking is about creating places people care about and want to be in.
Data	What is “big data”?	Big data comes in many types (e.g., text, audio, video), is generated very rapidly (e.g., GPS pings from an internet connected vehicle or mobile phone), and results in a very large dataset that may not fit in a traditional computer’s memory (e.g., terabytes or petabytes). The rise of big data provides new sources of information to better plan transportation operations, policy, and investments while respecting user privacy. For more information on big data and transportation see: <a href="#">Big Data in Transport</a>
Data	Is the goal to continue to use data-driven decision-making, as was the case in the last TMP?	We are committed to using a data-driven approach for decision-making, and are actively exploring new data sources to complement our existing data sources. The upcoming Origin-Destination Travel Survey will provide critical information on how people are travelling today and the factors that influence their travel choices. Using this data, we will be developing tools that allow us to forecast future travel activity under various scenarios. Through the TMP process, we will use these tools to assess how travel may change with new policies, with new infrastructure, and with growth and development. The results of this analysis will be shared with the public through future phases of consultation.
Next Steps	When will these decisions be made? Will that be before the election?	The TMP Part 1 Policies will be brought to Transportation Committee and Council in Q1 2023. The TMP Part 2 Capital Infrastructure Plan is scheduled to be brought to Transportation Committee and Council for approval in fall 2024.
Next Steps	Is there a plan if next council has a very different vision of the city for 2046?	The TMP Part 1 and Part 2 will both be brought to Council for approval within the next Term of Council, following the upcoming municipal election.
Other	Can the TPM touch upon banning idling vehicles in Ottawa?	No. There is a <a href="#">bylaw</a> that deals with idling vehicles but that is not something that the TMP would touch on.
Other	Speeding continues to be an issue. Is there a commitment to purchase more cameras?	Yes, there is a commitment to increasing the funding for speed cameras.
Other	With intensification, near LRT stations, there will be a greater mix of vehicles, pedestrians and cyclists. Will there be an increase in police presence?	In designing transportation infrastructure in transit-oriented development areas where there is a mix of modes, the street design itself will provide spaces for all modes, encourage slower travel speeds, and reduce the likelihood of conflicts. The objective is to create a safe and comfortable environment for all users of the system; active transportation users will have a particular priority around O-Train stations, for example in terms of sidewalk widths and access to stations. In addition to design, education campaigns may be used where needed.