

E-mail to John Smit, Director, Economic Development & Long Range Planning, City of Ottawa Feb. 12/19. (Alex based his presentation on this email.)

Hi John:

As you may know, I chair the Federation of Citizens Associations (FCA) Transportation Committee. At our February 6 meeting the FCA Transportation Committee reviewed your report to Feb. 14 City Planning Committee "Ottawa Next: Beyond 2036", which outlines the proposed workplan for the Official Plan review (see attached). The new Official Plan is expected to be completed by 2021.

As you may know, in 2017 the FCA reviewed the 2013 Transportation Master Plan and provided recommendations to the City's Transportation Committee (see attached), calling for an update of the TMP then. We were told that the TMP would not be updated until after LRT was launched and an Origin-Destination Study had been completed, due to the expected impact of the LRT on travel patterns. Our recommendations would be considered as input to the next TMP.

However, we were disconcerted to read in the report on the OP workplan mentioned above the following (page 11):

A partial update of the Transportation Master Plan (TMP) will also be undertaken. This "TMP Light" will be a "refresh" of the 2013 TMP in order to update transit, road, cycling and pedestrian projects costing, affordability and prioritization. It will be based on the existing transit network, including Stage 1 (Confederation Line) and the approved Stage 2 Light Rail Transit (LRT) and the existing road, cycling and pedestrian networks. The planning horizon (2031), travel patterns model and urban boundary will not be updated, and there will be no significant changes to policies, mode share targets, or list of planned projects. The completion of new Master Plans will occur after the Official Plan is completed.

This means that there will not be a full TMP review as part of the OP process. There will be no update on travel patterns (despite the LRT, which was the reason given to us in 2017 for delaying a TMP review!) which would affect infrastructure. There will be no significant changes to policies, mode share targets, or list of planned projects, despite the development of a new Official Plan(!).

The TMP is a supporting document to the OP - it is the blueprint for planning, developing and operating its walking, cycling, transit and road networks within the planning horizon. The current TMP dates from 2013 and is based on a number of supporting studies, including Origin-Destination travel, trends in transportation modes, as well as public input at the time.

The proposed OP workplan will cover growth projections to 2046, expansion criteria, employment lands, new housing, neighbourhood planning, urban design, and mobility.

Given these topics and the impact LRT will have in Ottawa, it is hard to imagine all this not having an impact on the 2013 Transportation Master Plan. How can one construct the expansion of our city without considering the transportation linkages? How can it not change the list of planned projects?

As well, there are policy implications that should be considered:

- How well did the 2013 TMP do to achieve its objectives? While there has been progress in meeting walking and cycling modal share targets, Ottawa has been *regressing* (not progressing) in terms of its transit modal share target, as transit ridership has fallen from 103.5 million rides in 2011 to 97 million rides in 2018. Wouldn't a review here provide direction on how to develop better transit policies (eg. service, pricing, etc.) to enable the City to better meet its target?
- Won't the LRT change travel patterns and affect future road projects? The current road project list from the 2013 TMP should be reviewed for relevancy, given how old this list is and the impact of the LRT.
- The 2013 TMP covers LRT1 and LRT2, but does not speak to the sequencing of extending LRT to Kanata, Barrhaven or Riverside South, or possibly connecting to Gatineau. How can one develop an Official Plan for future growth without identifying these extensions?
- What about the implications on development charges in the new growth areas? How can one calculate these if the transportation component is out-of-date?
- What about Traffic Demand Management policies that would incent transit travel (parking, congestion charges, etc.)? There are TDM policies in place in other jurisdictions that should be examined for Ottawa.
- What are the trends for vehicle use, given Uber, Lyft, Amazon, driverless cars, etc.? A review of changing technology should be part of any plan that looks to 2036.

We would appreciate receiving a response to these important questions.

Alex Cullen
Chair, FCA Transportation Committee