

Draft Vision

Phase 1 of the Transportation Master Plan (TMP) Update includes developing a revised vision for Ottawa's transportation system in 2046. The draft updated vision expands on the concepts of social, environmental, and economic sustainability that are articulated in the 2013 TMP vision.

The TMP vision also reflects that much has changed in Ottawa since 2013:

- The City has made substantive changes to its **transportation system** that are having impacts on the way that residents perceive and navigate their city. Active transportation infrastructure has been built at a faster rate than anticipated in 2013, and the first stage of the City's new rapid transit backbone—the Confederation Line—has opened. Road construction and renewal work include sidewalks and cycling facilities.
- **Technology** is also evolving, with new products and services promising to revolutionize the way we think about travel over the coming decades.
- New City **policies** are reshaping some of the TMP's priorities. The City's declaration of a climate emergency has pushed the City to examine the environmental footprint of its transportation system. The City has also put a renewed focus on transportation equity with the goal of helping to narrow disparities in mobility and access across the city by helping connect more people to opportunities and services.

The vision was also updated based on findings from the phase one engagement program.

Updated draft vision:

In 2046, Ottawa's transportation network will be flexible, dependable, and efficient in meeting the evolving needs of residents and business across the City, while enabling the City to meet its climate change goals. The network will provide travel options for people regardless of their income, identity, and ability.

The vision along with the guiding principles describe the desired future state of the transportation system and outline priorities that will guide decision making throughout the development of the plan and beyond.

Draft Guiding Principles

Along with the vision, the elements and associated guiding principles of the 2013 TMP were updated to reflect emerging issues, new priorities, and initial public and stakeholder feedback. In particular, principles around equity and climate change were strengthened and detailed to provide more clarity on *how* to achieve desired outcomes.

TMP Update
Draft Vision and Guiding Principles



Elements and Guiding Principles	
1. Reduce automobile dependence	Give priority to public transit, walking and cycling in accommodating future travel demand
	Make walking and cycling more attractive than driving for short trips
	Promote more sustainable travel choices through education, promotion, incentives and disincentives
	Make travel alternatives like telework, and off-peak working schedules, more attractive where feasible.
2. Recognize and meet the diverse mobility needs of all residents, businesses, and visitors	Provide an integrated system of multimodal facilities and services to increase sustainable mode use
	Aim to provide an acceptable level of service for each mode, towards the aims of economic, environmental and social sustainability
	Address the different mobility and accessibility needs of higher and lower density areas
	Prioritize the needs of public transit customers, pedestrians, cyclists or motor vehicle users based on the context when resolving conflicts
	Provide barrier-free transportation facilities and services, taking into account the needs of the most vulnerable
	Provide a range of travel options to people regardless of their income, identity, or ability
3. Integrate transportation and land use	Build communities that are accessible by active transportation and support the creation of complete communities
	Provide rapid transit and other quality transit services to community cores and employment areas
	Encourage transit-oriented development in transit nodes and corridors
	Support intensification where transit, walking and cycling can be made most attractive
	Foster a vibrant downtown by improving transit, walking and cycling access
	Recognize and respond to the distinct transportation needs of rural communities

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4. Protect public health and safety	Give priority to safety and security when planning, designing and operating transportation systems
	Promote safe walking, cycling and driving through education, engineering and enforcement
	Support active and healthy living by promoting walking, cycling and transit for daily travel
	Minimize the community impacts of truck and automobile traffic
	Minimize air pollution from transportation sources
5. Protect the environment and enhance the economy	Minimize the need for new infrastructure through transportation demand management programs
	Minimize transportation energy use, greenhouse gas emissions and other impacts on air, water and land
	Maximize greening within transportation rights of way
	Position transportation access and mobility as retention and attraction benefits for businesses, institutions, employees, clients and visitors
	Support efficient goods movement to, from and within the City
6. Deliver cost-effective services	Optimize existing facilities before adding new infrastructure
	Integrate the consideration of life cycle capital and operating costs into decision-making processes
	Consider possible roles for the private sector and other potential partners in delivering infrastructure and services
7. Be accountable to the public	Encourage public input and informed decision making by reporting on transportation activities and results and providing opportunities for dialogue
	Consult with the public when planning budgets, programs and projects
	Develop policy that aims to ensure that emerging transportation technology and business models support the City's strategic goals
	Measure and evaluate performance based on defined indicators and objectives
	Lead by example in terms transportation impacts from City fleets, operations, and services and how City employees travel
8. Provide adequate and equitable funding	Seek and/or establish funding sources that are stable and predictable
	Explore potential new funding options
	Respect Council's taxation targets

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9. Cooperate with other governments	Liaise with provincial and federal governments to align plans and policies, and to attract financial, legislative and regulatory assistance
	Work with the National Capital Commission, Ontario Ministry of Transportation, Ministère des transports du Québec, City of Gatineau and other adjacent municipalities
10. Leverage new mobility technologies and business models in ways that support the City's goals	Provide policy, regulation, and technical guidance for new mobility services delivered by third parties, as appropriate
	Prioritize new mobility options that enhance transit, walking, and cycling and ensure that the transit network remains the enabler and structuring element of urban/suburban growth
	"Future-proof" new transportation infrastructure by integrating enabling technology (such as vehicle-to-infrastructure communications) where feasible