City Council, Standing Committee and Commission
Conseil, comités permanents et commission

Motion

Committee/Council Motion

Report / Agenda: 20

Rapport / Ordre du jour: 20

Item / Article: 5.1 – ACS2025-PDB-TP-0012 - TMP Part 2

Re: Adoption of people-based metrics for transportation planning framework

Direction to staff: Councillor Devine

WHEREAS Volume-to-Capacity (V/C) is a form of vehicle-based metrics which focuses on the movement and flow of vehicles, and which assesses roadway capacity and congestion from a vehicular perspective; and

WHEREAS Personal Delay Index (PDI) is a form of people-based metrics which focuses on the movement and flow of people, and which highlights the efficiency of transit; and

WHEREAS the City of Ottawa's use of the Volume-to-Capacity (V/C) is sometimes in tension with the broader goals of the Official Plan, and where the planning implications of vehicle-based metrics generally conflict with Ottawa's strategic goals, namely, to shift towards sustainable transportation modes, to reduce greenhouse gas emissions, and to support urban infill and transit-oriented development; and

WHEREAS Transportation Master Plan Policy 8-6 states that the City should "avoid road or highway widenings that compete with rapid transit corridors unless all reasonable alternatives to address long-term travel demands have been exhausted", yet certain road widening projects have been prioritized despite their apparent contradiction to Policy 8-6, due to the city's reliance on Volume-to-Capacity (V/C) analysis;

WHEREAS municipalities like Toronto, Vancouver and Montreal have shifted towards greater use of person-based metrics in their planning frameworks, with the shift supporting these cities' broader strategic goals; and

WHEREAS Ottawa has used "Multi-Modal Level of Service" since 2015 to assess level of service for all modes of transportation (cycling, walking, transit, and vehicular travel) when comparing alternative designs for an intersection or corridor, but this method does not include calculation of an aggregate person-delay metric;

THEREFORE BE IT RESOLVED that the City of Ottawa explore how person-based metrics can be further integrated into future Transportation Master Plan updates and corridor planning studies —drawing on best practices from other municipalities; and

BE IT FURTHER RESOLVED that transportation planning staff identify and report back on the following as part of the next TMP Update:

1. Any data, technical, or policy gaps that must be addressed to enable the effective integration of people-based metrics into transportation planning; and
2. How person-based transportation metrics have been integrated into transportation planning to ensure continued alignment with best practices.