

The New Official Plan includes ambitious mobility policies that are foundational to broader goals and are intertwined with many other policies, such as those related to growth management, housing, and urban design.

Mobility policies are intended to achieve the goal that by 2046, most trips in the City of Ottawa will be made by sustainable transportation. The new policy will be introduced to support safer, more equitable, liveable streets and neighbourhoods. Some important new policy directions include:

**Equity** considerations will form part of the evaluation for all transportation investments.

**Active transportation** will be improved by prioritizing people who walk, cycle, and use transit in the urban area and rural villages. Infrastructure investments will continue to create networks of complete streets, and new and retrofitted local streets will be designed to a 30 km/h operating speed. Sidewalks will be required in proximity to frequent and rapid transit on nearly all streets in new neighbourhoods.

**Transit** is the cornerstone of the City's growth management strategy and will be improved in relation to private vehicle use along corridors and hubs as well as in areas targeted for regeneration and new growth, including in new neighbourhoods. The timing and phasing of new subdivisions and major development will be dependent on the timing and provision of sufficient frequent transit or rapid transit service capacity.

**Streets** will continue to evolve towards more multi-use. New policies will introduce opportunities, particularly in hubs and corridors, to repurpose or allocate parts of streets for other public use. Examples will include transit priority measures, active transportation, parking for micro mobility devices, trees, curbside pick-up and drop-off areas and space for commercial patios or food trucks.

**Parking** supply will be managed to gradually reduce the total land area in the city used for the storage of cars. This includes further support for residential on-street parking permit zones and inviting a greater role for the private sector by permitting public parking garages in existing neighbourhoods. Parking policies will bring new requirements to improve the design of parking lots and establish the direction for forthcoming zoning requirements for electric vehicle charging equipment.

**Goods movement** policies will support the economy while improving safety and logistics, such as considerations for intermodal terminals and distribution centres, the mitigation of impacts and eventual relocation of inter-provincial truck travel through the downtown core. Forward-looking policies set up an examination of curbside space management and support for context-appropriate delivery vehicles.

**Right-of-way** policies will protect and support investment in lanes, streets, roads, rail and utility corridors for potential future transportation purposes, such as active transportation, rapid transit, inter-regional passenger rail and high-speed rail.

