

NEW CIVIC DEVELOPMENT FOR THE OTTAWA HOSPITAL

Transportation Impact Assessment and Mobility Study

Frequently Asked Questions

THE DEVELOPMENT PLAN

RESPONSES

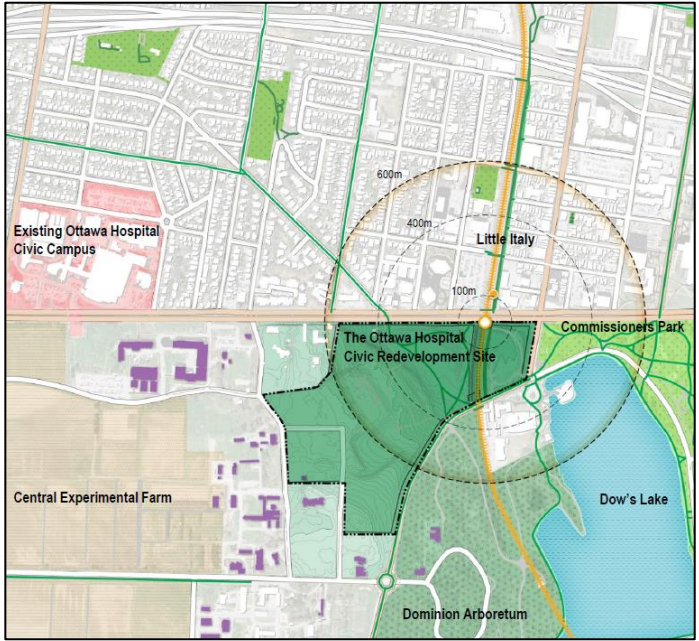
- 1 What is The Ottawa Hospital proposing at the New Civic Development?
- 2 What is the timing of the New Civic Development?
- 3 How will accessibility be incorporated in the New Civic Development?
- 4 Where are the entrances to the main building at the New Civic Development?

1

WHAT IS THE OTTAWA HOSPITAL PROPOSING AT THE NEW CIVIC DEVELOPMENT?

- The **New Civic Development** will house state-of-the-art **medical facilities** and **trauma centre** for Eastern Ontario, Western Quebec and Nunavut.
- The northeast quadrant of the New Civic Development will be home to a new **mixed-use** development called **“Carling Village”** and include ground floor retail and other hospital-related uses.
- The Ottawa Hospital intends to accommodate all parking for the New Civic Development onsite, in contrast to the existing Civic Campus where roughly 50% of the parking supply is located onsite.

Statistic	Existing Campus	Full Buildout Estimates (Year 2048)
Hospital Facilities		
Total Number of Beds	559	1,246
Number of Employees	3,473	10,439
GFA x1,000 ft ²	2,125	4,750
“Carling Village”		
Retail x1,000 ft ²	0	100
Hospital Stay Facilities	0	150
Parking		
Onsite	1,551	3,099
Offsite (satellite)	1,437	0



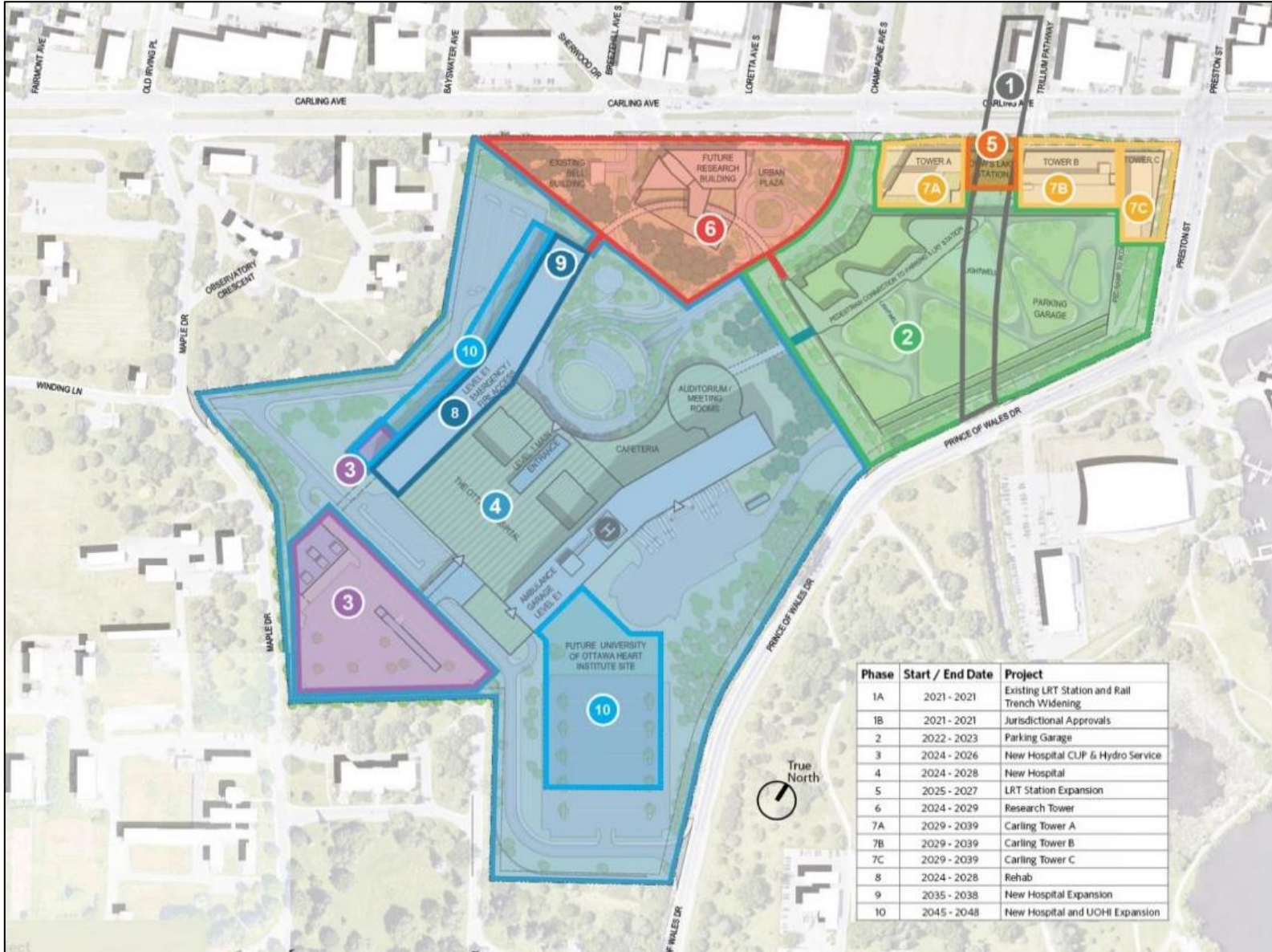
2 WHAT IS THE TIMING OF THE NEW CIVIC DEVELOPMENT?

- The Ottawa Hospital intends to construct the New Civic Development in **multiple phases** over the next 25+ years.

Phase	Horizon Year	Building Gross ft ²	Description
Phases 1 - 4	2028	2.4M	<p><u>Parkade</u>: approximate 2,500 space capacity structure will be built in advance of main hospital building.</p> <p>Hospital: Completion of main hospital building, including north and south “arms.” The south arm will be built to its full height of 12-storeys (complete with helipad), whereas the north arm will be built to roughly 7-storeys.</p>
Phases 5 -10	2048	2.55M	<p>Hospital: height expansion of the north arm to meet expected needs; funded by Province</p> <p>University of Ottawa Heart Institute: Relocation to new campus.</p> <p>Carling Village and research building along Carling Avenue</p>
	TOTAL	4.95M	

2

WHAT IS THE TIMING OF THE NEW CIVIC DEVELOPMENT?



Phase	Start/End	Project
1A	2021-2021	Existing LRT Station and Rail Trench Widening
1B	2021-2021	Jurisdictional Approvals
2	2022-2023	Parking Garage
3	2024-2026	New Hospital CUP & Hydro Services
4	2024-2028	New Hospital
5	2025-2027	Potential LRT Station Expansion
6	2024-2029	Research Tower
7A	2029-2039	Carling Tower A
7B	2029-2039	Carling Tower B
7C	2029-2039	Carling Tower C
8	2024-2028	Rehab
9	2035-2038	New Hospital Expansion
10	2045-2048	New Hospital & UOHI Expansion

3

HOW WILL ACCESSIBILITY BE INCORPORATED IN THE NEW CIVIC DEVELOPMENT?

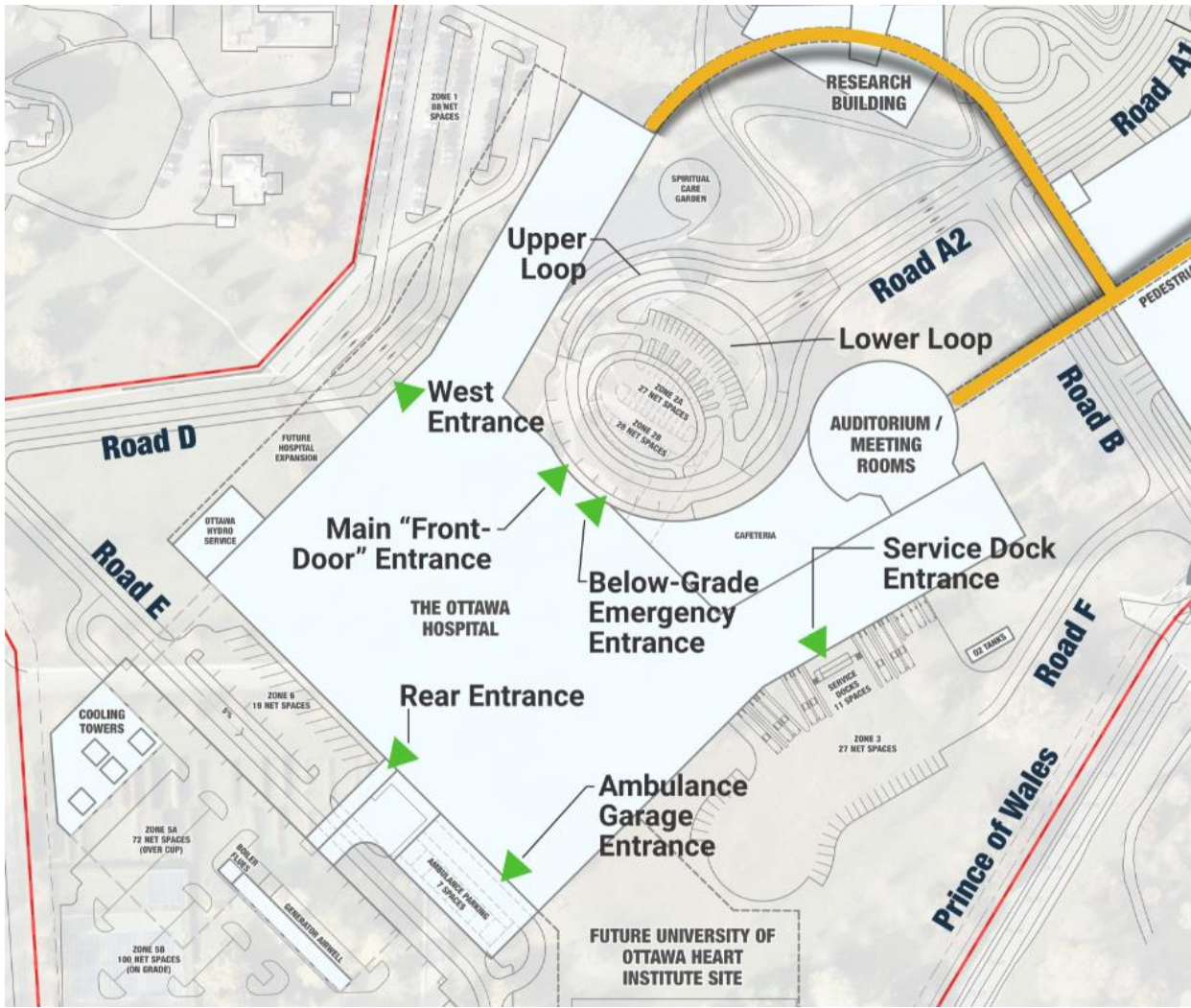
- The New Civic Development will ensure all transportation facilities are designed to satisfy the standards set by the **Accessibility for Ontarians with Disabilities Act (AODA)**



4

WHERE ARE THE ENTRANCES TO THE MAIN BUILDING AT THE NEW CIVIC DEVELOPMENT?

- There will be six (6) entrances to the main Hospital building.
- The public access points are:
 - Main “Front-Door” Entrance
 - Below-Grade Emergency Entrance
 - The High-Line (sheltered elevated walkway) between Dow’s Lake Station and retail/services at the main hospital building



TRANSIT AND ACTIVE TRANSPORTATION

RESPONSES

5

What are the nearby existing active transportation facilities at the New Civic Development?

6

How will the New Civic Development leverage nearby active transportation facilities?

7

What are the plans for transit in proximity to the New Civic Development?

8

How will the New Civic Development leverage nearby transit facilities?



WHAT ARE THE NEARBY EXISTING ACTIVE TRANSPORTATION FACILITIES AT THE NEW CIVIC DEVELOPMENT?

- The existing cycling network provides **greater regional/City-wide connectivity** at the New Civic Development compared to the existing Civic Campus.
- The City **Transportation Master Plan (TMP)** outlines three main types of cycling facilities, all of which are found in proximity to the New Civic Development.

Major Pathways:

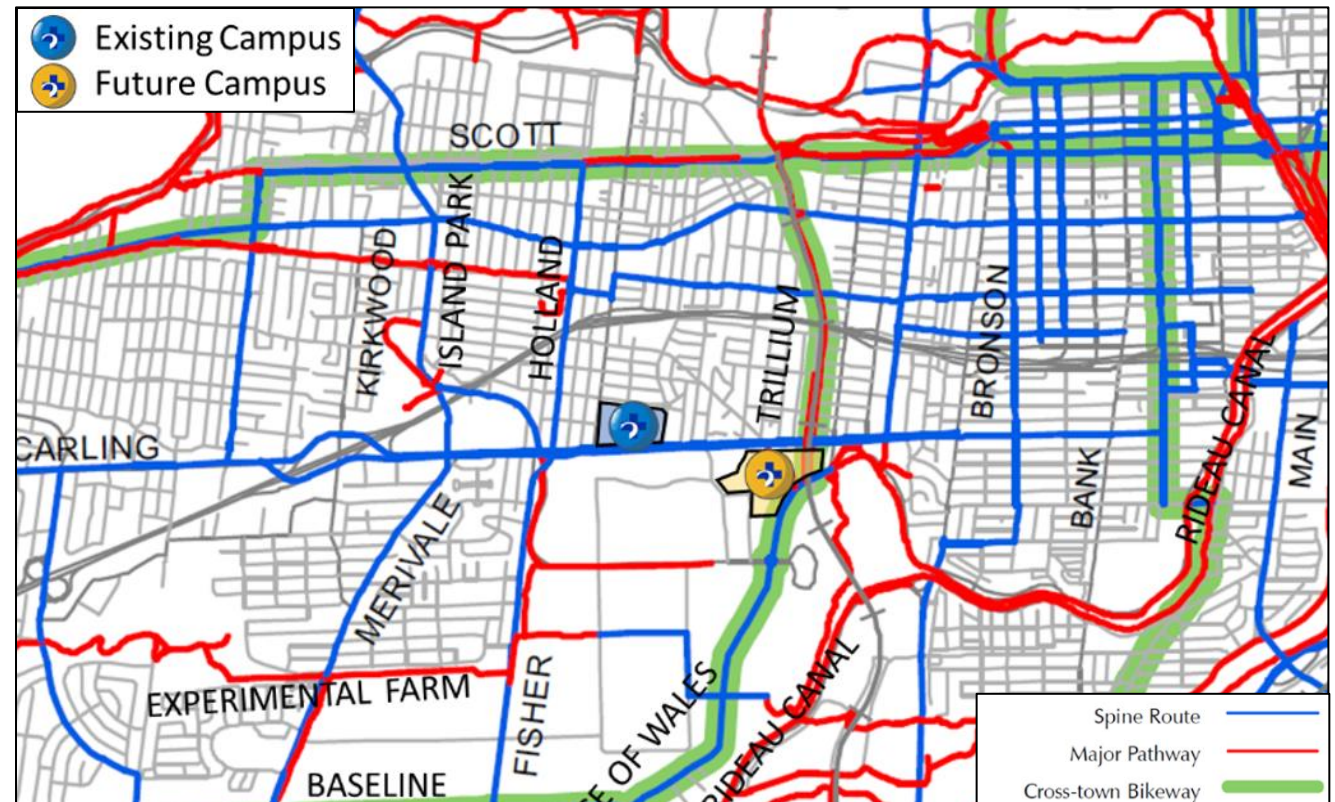
- Trillium Pathway
- Rideau Canal Western Pathway
- Experimental Farm Pathway

Cross-Town Bikeway:

- Trillium Pathway
- Prince of Wales Drive

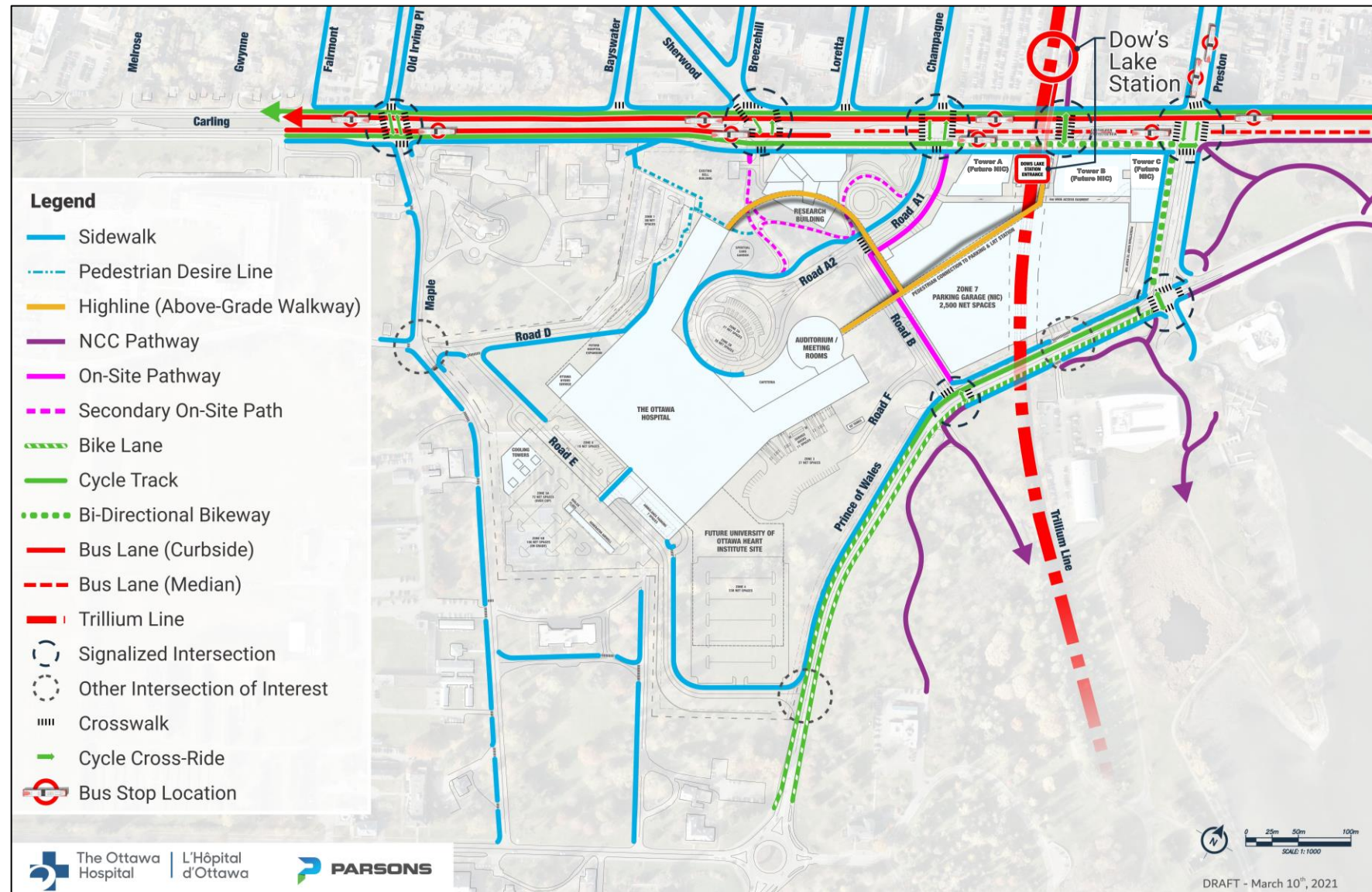
Spine Routes:

- Carling Avenue
- Prince of Wales Drive



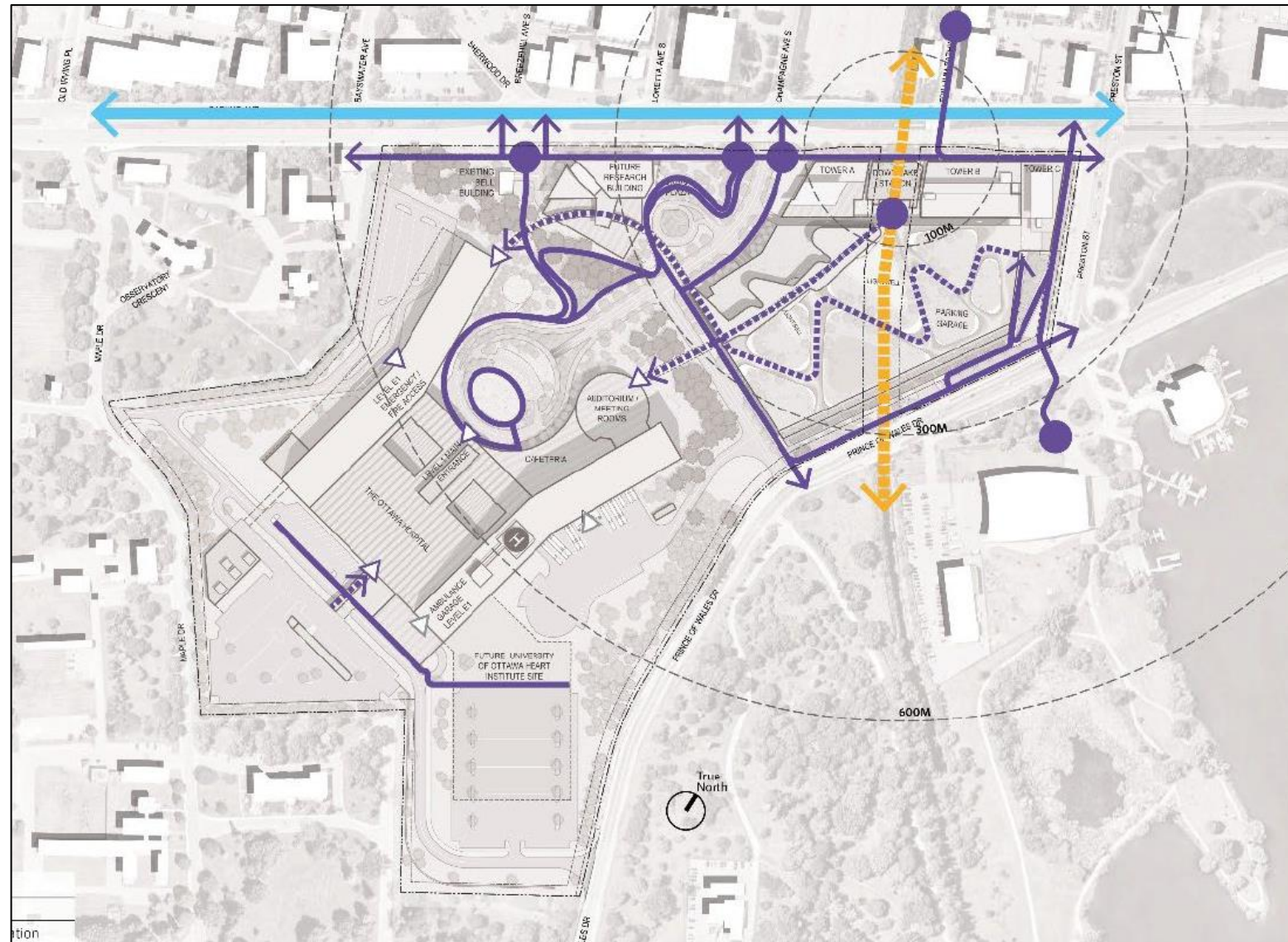
HOW WILL THE NEW CIVIC DEVELOPMENT LEVERAGE NEARBY ACTIVE TRANSPORTATION FACILITIES?

- The Ottawa Hospital plans to take advantage of nearby active transportation (AT) facilities to promote a more **sustainable** approach to transportation at the New Civic Development.
- A preliminary **Active Transportation Plan (ATP)** has been prepared that shows the proposed active transportation infrastructure at the New Civic Development.



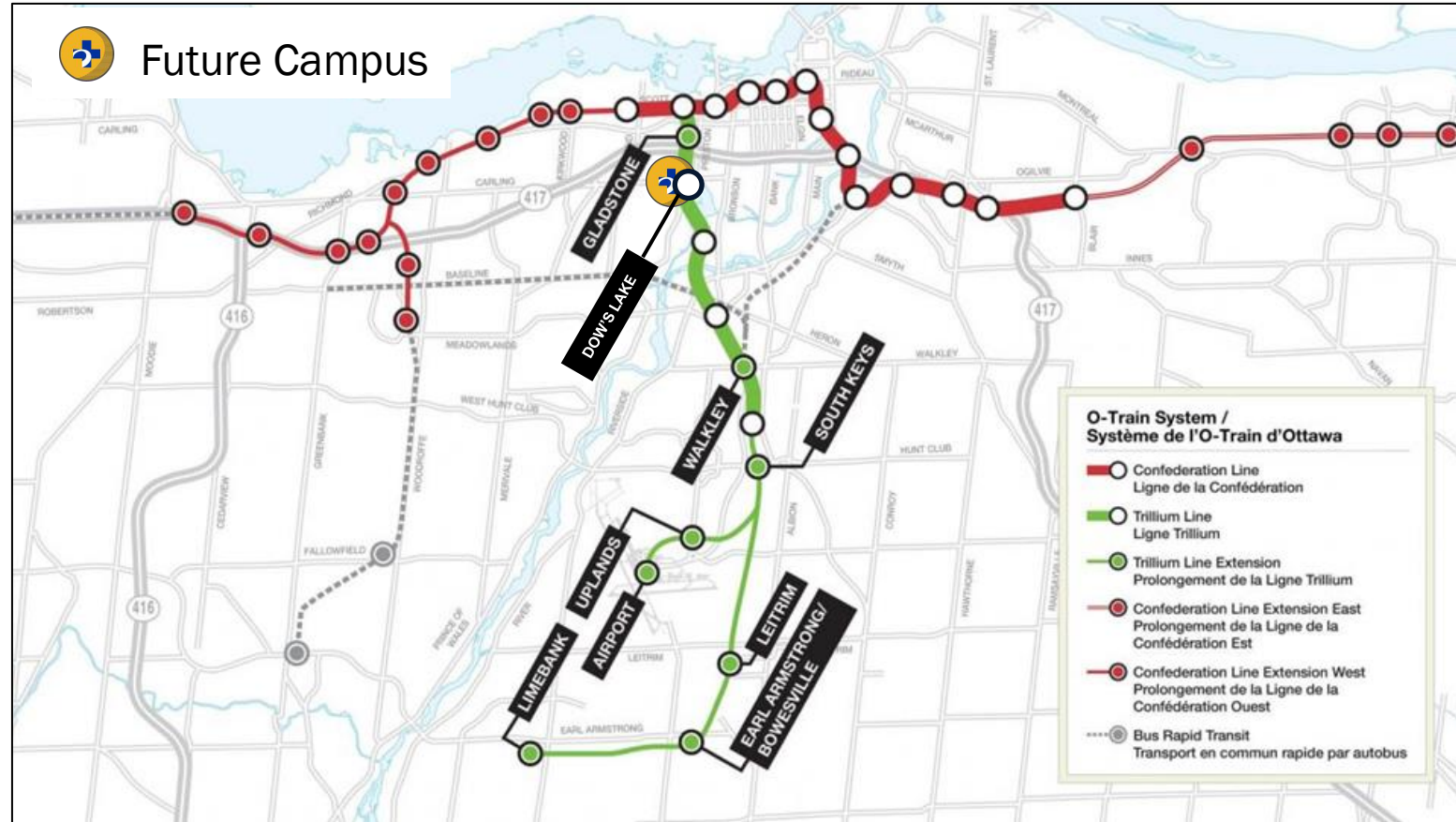
HOW WILL THE NEW CIVIC DEVELOPMENT LEVERAGE NEARBY ACTIVE TRANSPORTATION FACILITIES?

- The image to the right shows the future **pedestrian connectivity** to the adjacent transit network at the New Civic Development.



WHAT ARE THE PLANS FOR TRANSIT IN PROXIMITY TO THE NEW CIVIC DEVELOPMENT?

- The location of the New Civic Development provides a tremendous opportunity to leverage **high-quality transit facilities** nearby.
- The **Light Rail Transit (LRT) O-Train Line 2 (Trillium Line)** crosses the northeast portion of the site;
- **Dow's Lake Station** is located within 600m walking distance of the entire development.



7

WHAT ARE THE PLANS FOR TRANSIT IN PROXIMITY TO THE NEW CIVIC DEVELOPMENT?

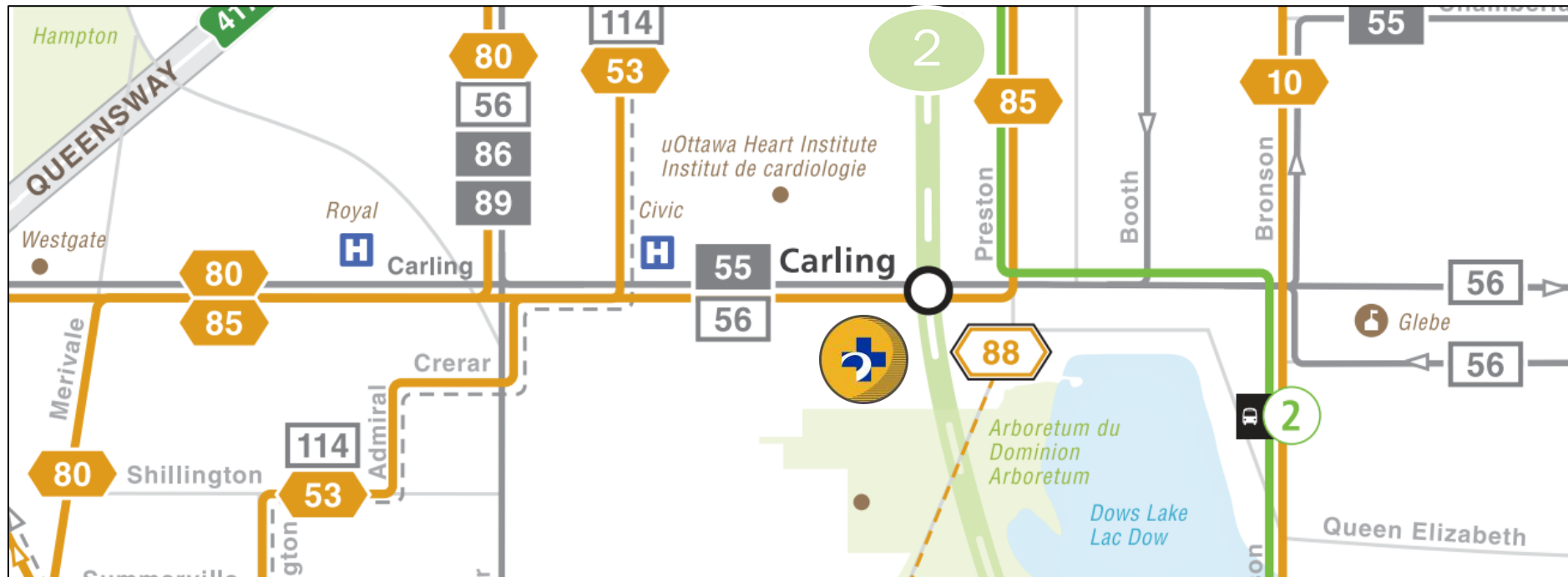
- The City is also planning to implement **Bus Rapid Transit (BRT)** on Carling Avenue as part of a Transit Priority initiative in the next five to 10 years.
- Two existing travel lanes (one in each direction) will be replaced by **exclusive bus lanes** that will improve transit service along the corridor.



8

HOW WILL THE NEW CIVIC DEVELOPMENT LEVERAGE NEARBY TRANSIT FACILITIES?

- There are no plans at this time to extend the existing bus service operations on Carling Avenue on-site.
- Transit service will remain on the adjacent road network, but the ATP for the new Civic Development proposes **high-quality connections** (sidewalks and pathways) on-site to access future bus stops.
- The straight-line distance from the main Hospital entrance and the nearby bus stops at Sherwood Drive and Champagne Avenue are roughly 200m and 300m, respectively.



HOW WILL THE NEW CIVIC DEVELOPMENT LEVERAGE NEARBY TRANSIT FACILITIES?

- There are **on-going discussions** between The Ottawa Hospital, the LRT Office, and City of Ottawa on how best to integrate the New Civic Development with the maturing transit system in the Preston-Carling District.
- There are **many elements** of the transportation infrastructure that need to be considered:
 1. Carling Bus Rapid Transit Implementation
 2. Dow's Lake Station integration with "Carling Village"
 3. Twinning of the Trillium Line tracks including the widening of the trench
 4. Bridge renewals over the Trillium Line tracks at Carling Ave and Prince of Wales Drive



VEHICULAR TRAFFIC

RESPONSES

9

Where are the proposed vehicle access locations to the New Civic Development (public/visitors, staff, first responders, deliveries)?

10

Which accesses will be most heavily used by vehicular traffic at the New Civic Development?

11

How will Highway 417 interchange vehicular traffic patterns change with the New Civic Development?

12

How will people travel to the New Civic Development?

13

How many trips (of various modes) are expected at the New Civic Development?

14

How many ambulances trips per day are expected at the New Civic Development?

15

How will Carling Avenue and Prince of Wales Drive operations be impacted by vehicular traffic at the New Civic Development?

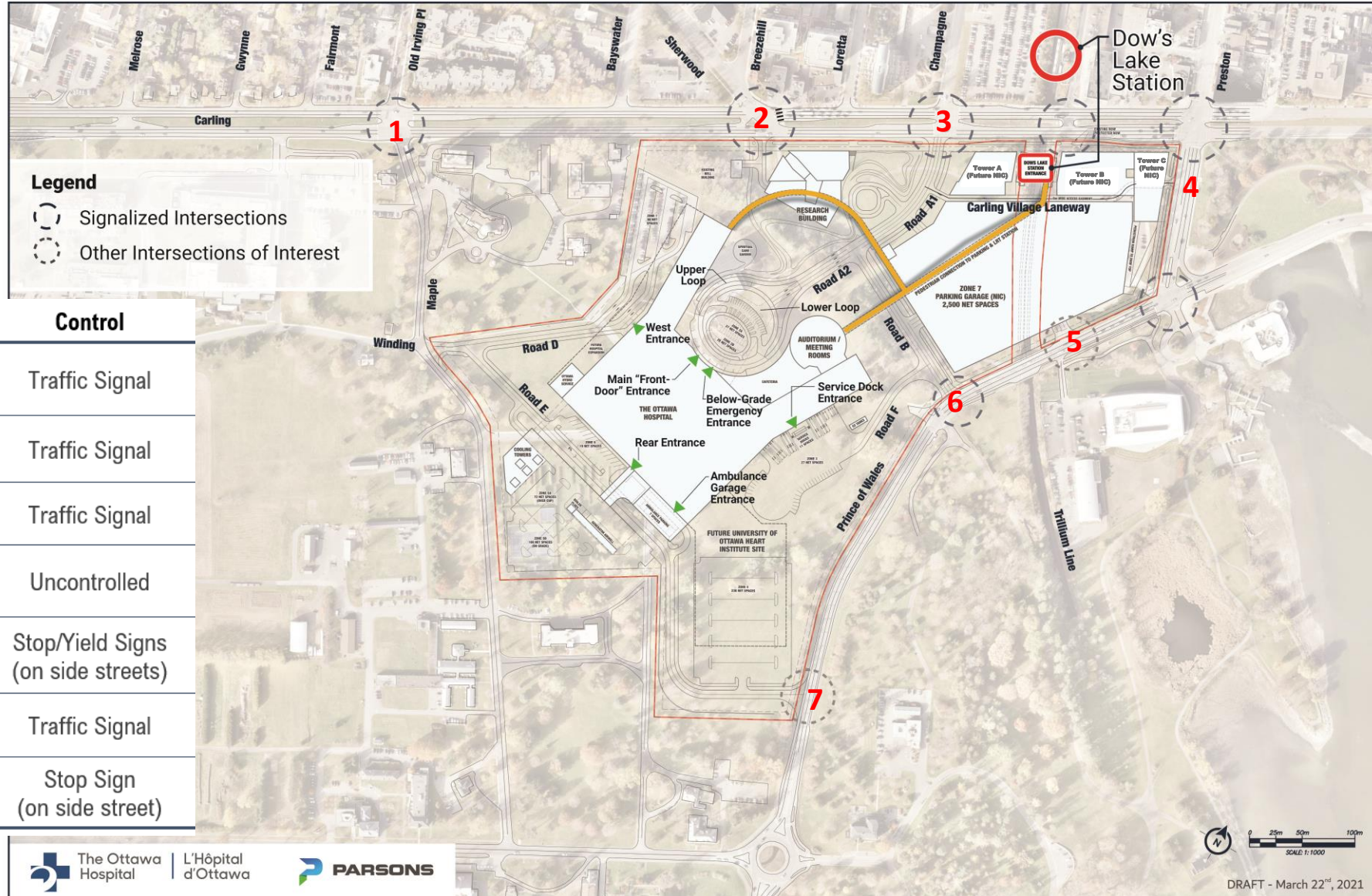
16

Will there be a need to widen the adjacent Arterial Roads as a result of the New Civic Development?

9

WHERE ARE THE PROPOSED VEHICLE ACCESS LOCATIONS TO THE NEW CIVIC DEVELOPMENT?

- The New Civic Development proposes seven vehicular access intersections to the adjacent road network for various functions.

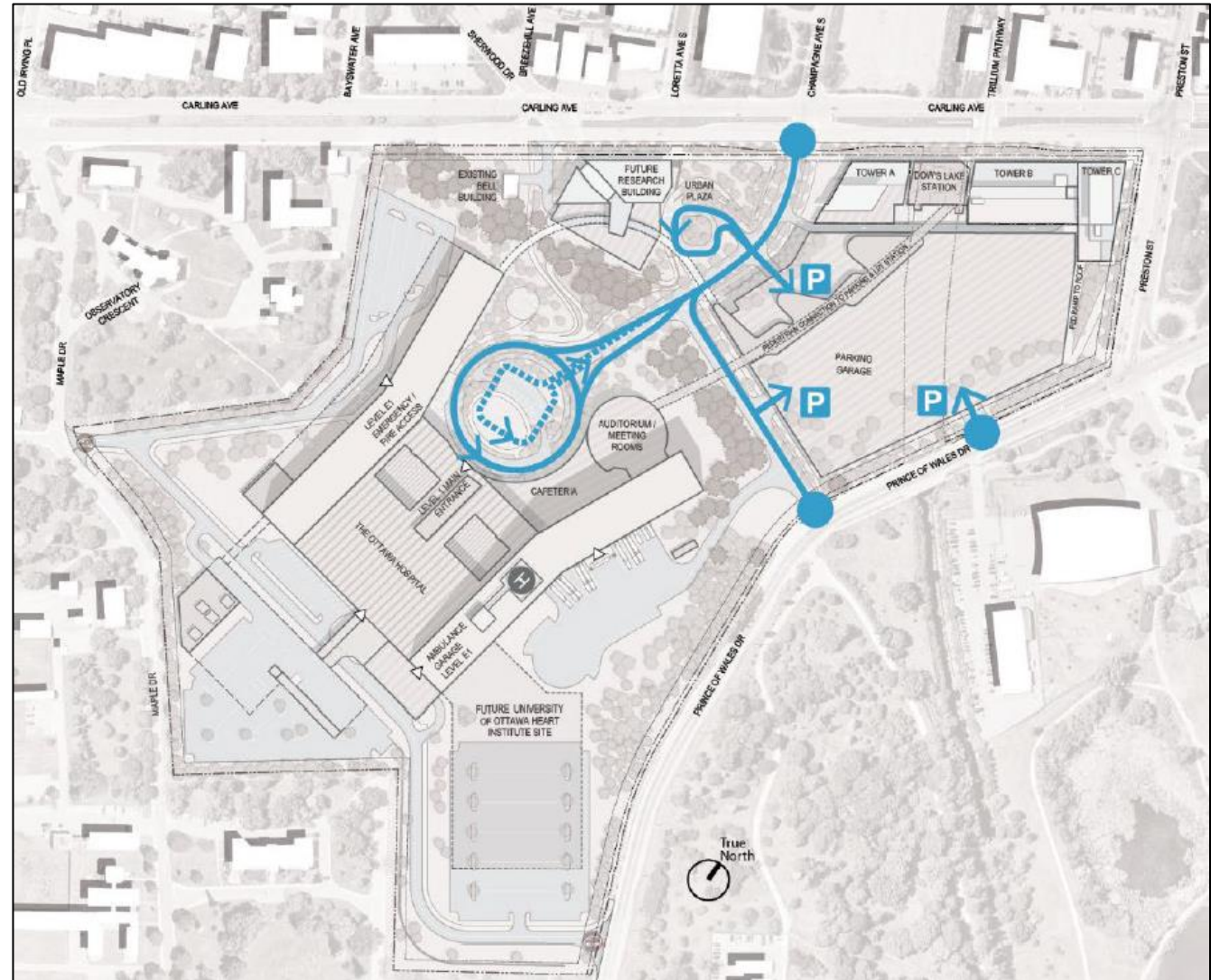


Number	Intersecting Streets	Control
1	Carling Ave & Maple Dr/Old Irving Dr (emergency access only)	Traffic Signal
2	Carling Ave & Sherwood (service access to existing building only)	Traffic Signal
3	Carling Ave & Champagne Ave/Road A	Traffic Signal
4	Preston St & Carling Village Laneway (service access to future buildings; right-in)	Uncontrolled
5	Prince of Wales Dr & <u>Parkade</u> Access (right-in/right-out; full turns Navy Pvt)	Stop/Yield Signs (on side streets)
6	Prince of Wales Dr & Road B	Traffic Signal
7	Prince of Wales Dr & Road E	Stop Sign (on side street)

9

WHERE ARE THE PROPOSED VEHICLE ACCESS LOCATIONS TO THE NEW CIVIC DEVELOPMENT?

Public/Patient/Visitor Vehicular Circulation

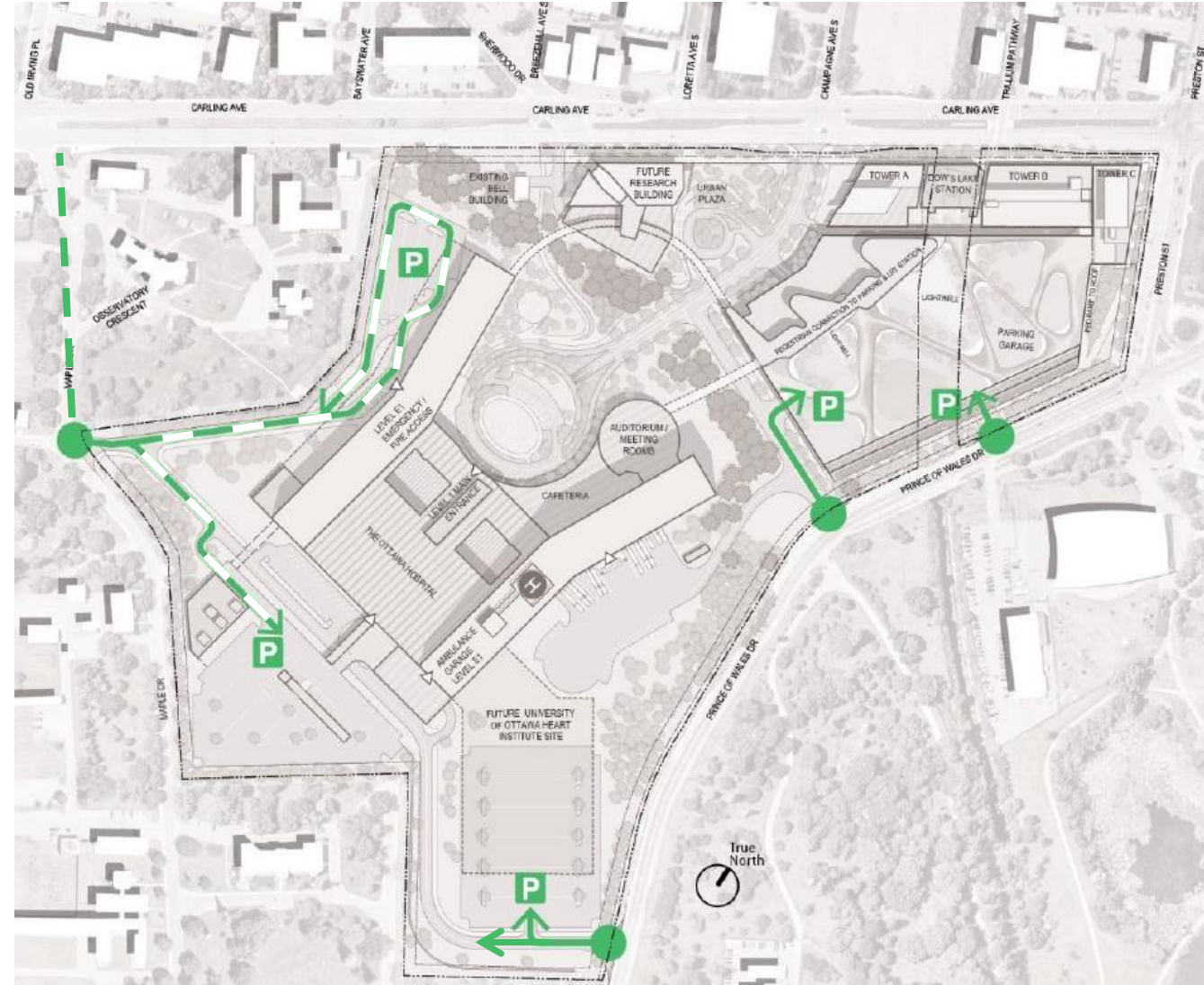


9

WHERE ARE THE PROPOSED VEHICLE ACCESS LOCATIONS TO THE NEW CIVIC DEVELOPMENT?

Hospital Staff Vehicular Circulation

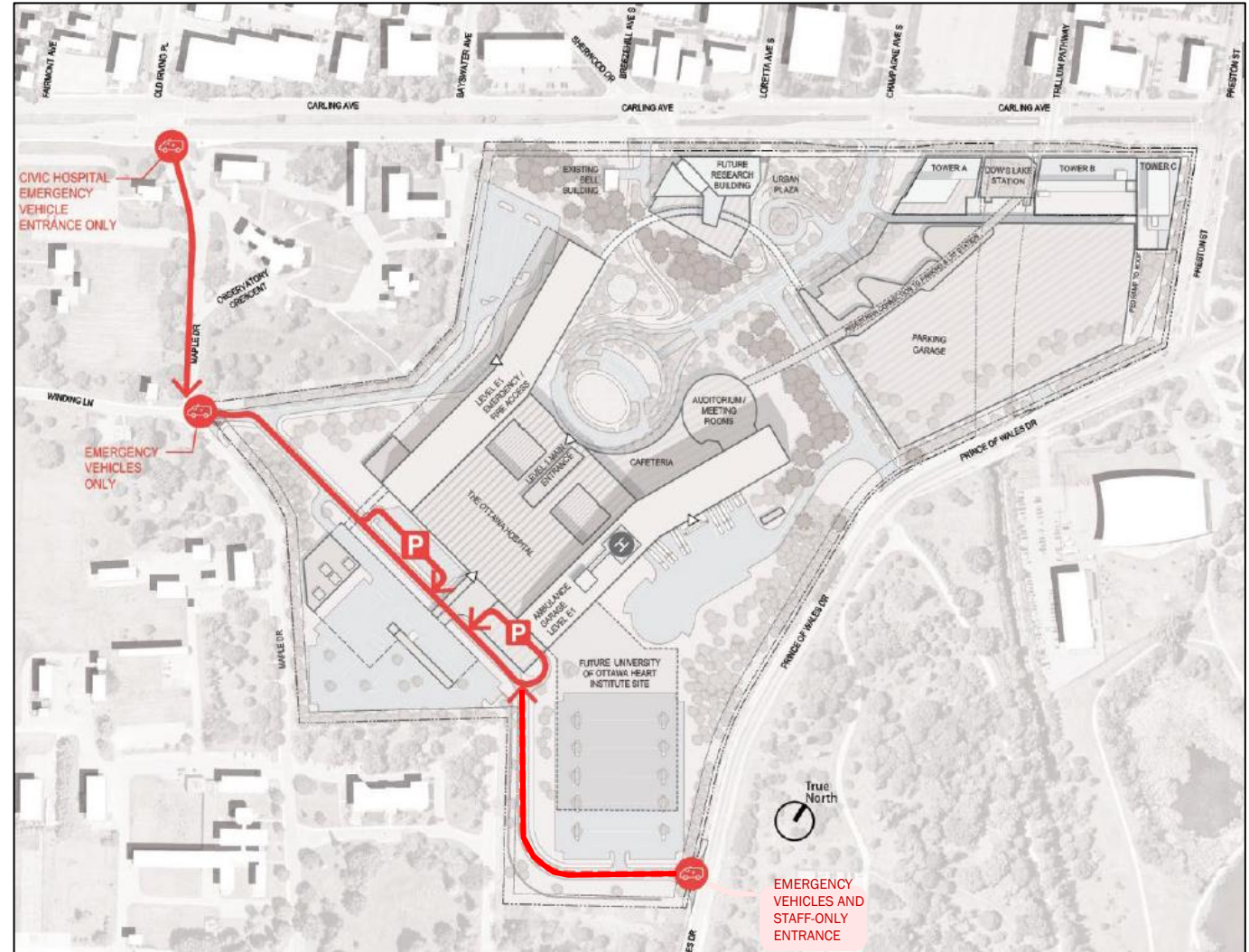
- TOH will **regulate staff use** of Maple Drive to minimize traffic volumes.
- Maple Drive will only provide access for professional staff responding to emergency events.
- Prince of Wales Drive will provide access to staff parking.



9

WHERE ARE THE PROPOSED VEHICLE ACCESS LOCATIONS TO THE NEW CIVIC DEVELOPMENT?

Circulation for ambulances and other first responders

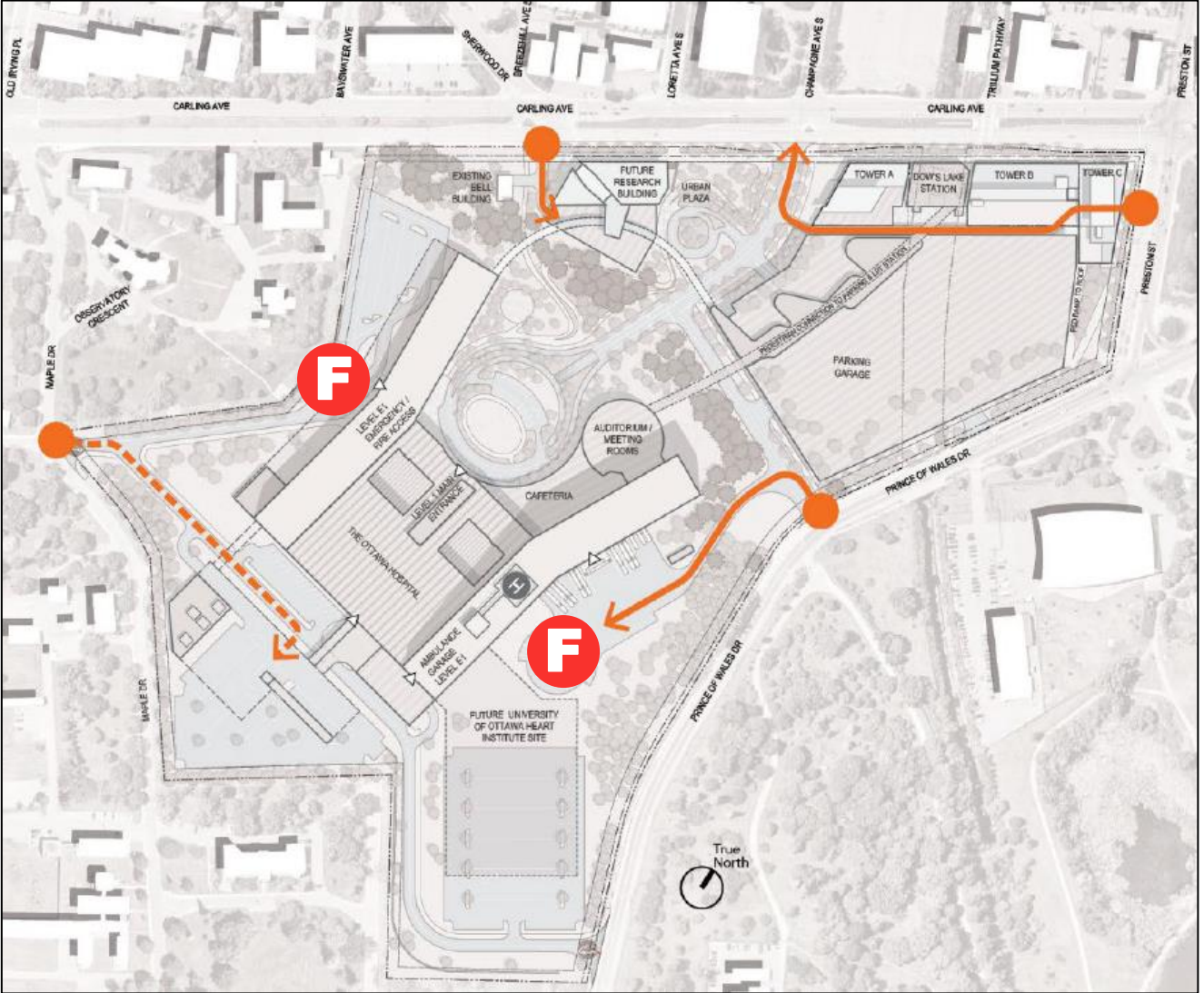


9

WHERE ARE THE PROPOSED VEHICLE ACCESS LOCATIONS TO THE NEW CIVIC DEVELOPMENT?

Service Vehicle Circulation

- Service/Deliveries
- Fire Access **F**



WHICH ACCESSES WILL BE MOST HEAVILY USED BY VEHICULAR TRAFFIC AT THE NEW CIVIC DEVELOPMENT?

The estimated use at the main access intersections to the New Civic Development has been summarized below:

- Roughly **60%** of hospital traffic will use the **Carling Avenue & Champagne Avenue /Road A access**; comprising of employees and visitors.
- Roughly **25%** will use **Prince of Wales Drive & Road B** comprising of employees, visitors, and service/loading trucks. Of these, roughly half come to/from the south, the remaining come to/from Carling Aveune.
- Roughly **15%** will use **Prince of Wales Drive and Road E**; comprising of emergency and staff.
- Only ambulances will use **Maple Drive**, unless there is an emergency event.

HOW WILL HIGHWAY 417 INTERCHANGE VEHICULAR TRAFFIC PATTERNS CHANGE WITH THE NEW CIVIC DEVELOPMENT?

- Access to/from Hwy 417 is expected to change with the New Civic Development.
- The existing Civic Campus relies heavily on the **Parkdale Avenue interchange** to provide access to and from Hwy 417, which attracts vehicular traffic to Parkdale Avenue.
- The Carling Avenue/Kirkwood Avenue and Bronson Avenue interchanges provide secondary access.
- The New Civic Development location provides more Hwy 417 access/egress options via the **Rochester Street** and the **Bronson Avenue interchanges**, which will help spread future hospital traffic on the area road network.
- Vehicular traffic using Parkdale Avenue is expected to decrease as a result.



HOW WILL HWY 417 INTERCHANGE VEHICULAR TRAFFIC PATTERNS CHANGE WITH THE NEW CIVIC DEVELOPMENT?



HOW WILL HWY 417 INTERCHANGE VEHICULAR TRAFFIC PATTERNS CHANGE WITH THE NEW CIVIC DEVELOPMENT?

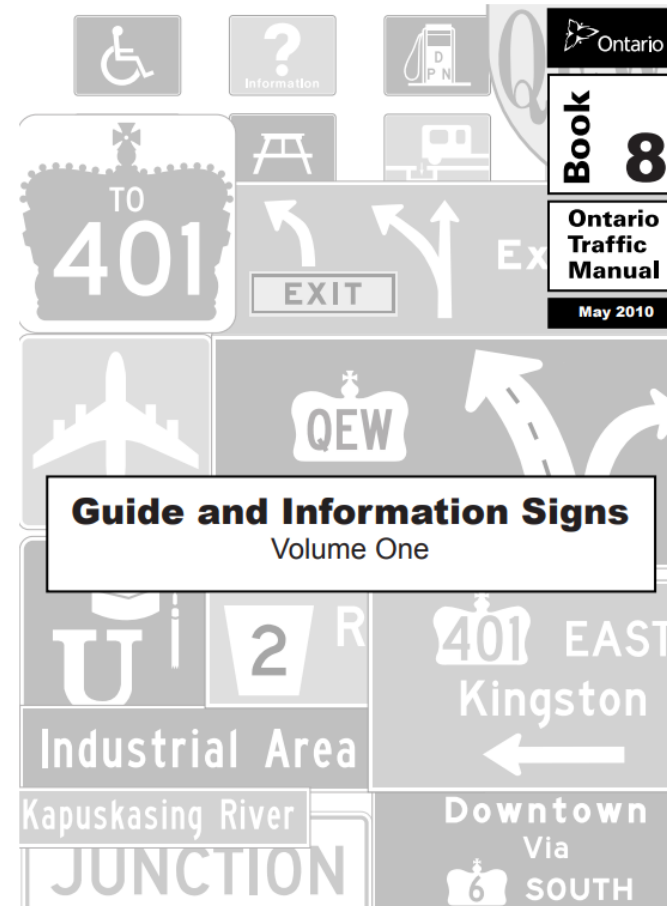
Placement of Hospital signage to be consistent with Ontario Traffic Manual – Book 8 [Guidelines](#)

All hospitals wanting to have the sign installed on a provincial highway must submit an “Application for Hospital Markers” (PH-M-122 90-07) to the Head, Regional Traffic Office in the appropriate region for approval.

The Hospital is responsible for making arrangements with the municipality for the installation of all required trailblazing on municipal roads.

Location of sign can't exceed 10km from Hospital (in urban)

Recommended 500 m in advance of turn-off marker on highway or 500 m from turning intersection



12

HOW WILL PEOPLE TRAVEL TO THE NEW CIVIC DEVELOPMENT?

- The majority of people drive to/from the existing Civic Campus, which reflects the lack of high-quality rapid transit service and active transportation facilities nearby.
- The New Civic Development will take advantage of the nearby Trillium Line and Dow’s Lake Station, planned bus rapid transit on Carling Avenue, and abundant active transportation facilities.
- Travel behaviour is expected to **transition** over time to more **sustainable modes**, which is reflected in the mode share assumptions below.

Year	Auto Driver	Auto Passenger	Transit	Walk	Bike
Existing	85%		15%		
2028	50%	15%	30%	3%	2%
2048	35%	12%	45%	5%	3%

- The above mode share estimates represent an average of all potential users at the New Civic Development. It is recognized that employees will be more likely to use alternative modes of travel (e.g. transit, bike and walk), whereas visitors/patients will more likely use a personal vehicle.

13

HOW MANY TRIPS (OF VARIOUS MODES) ARE EXPECTED AT THE NEW CIVIC DEVELOPMENT?

- The future 2028 and 2048 peak hour traffic volumes and 2048 daily traffic volumes generated by the New Civic Development are summarized in the tables below and reflect the modes shares shown previously.

Estimated 2028 Site Generated Peak Hour Traffic

Travel Mode		Total	IN	OUT
AM	Auto Driver	1,123	764	359
	Passenger	337	229	108
	Transit	674	458	215
	Walk	67	46	22
	Bike	45	31	14
Total Person Trips		2,246	1,528	718
PM	Auto Driver	986	456	530
	Passenger	296	137	159
	Transit	592	274	318
	Walk	59	27	32
	Bike	39	18	21
Total Person Trips		1,973	912	1,061

Estimated 2048 Site Generated Peak Hour Traffic

Travel Mode		Total	IN	OUT
AM	Auto Driver	1,348	914	434
	Passenger	462	314	148
	Transit	1,745	1,178	567
	Walk	217	144	73
	Bike	123	81	41
Total Person Trips		3,893	2,631	1,262
PM	Auto Driver	1,203	556	646
	Passenger	412	191	221
	Transit	1,559	724	834
	Walk	258	121	137
	Bike	121	56	64
Total Person Trips		3,552	1,651	1,902

Estimated 2048 Daily Trips by Mode

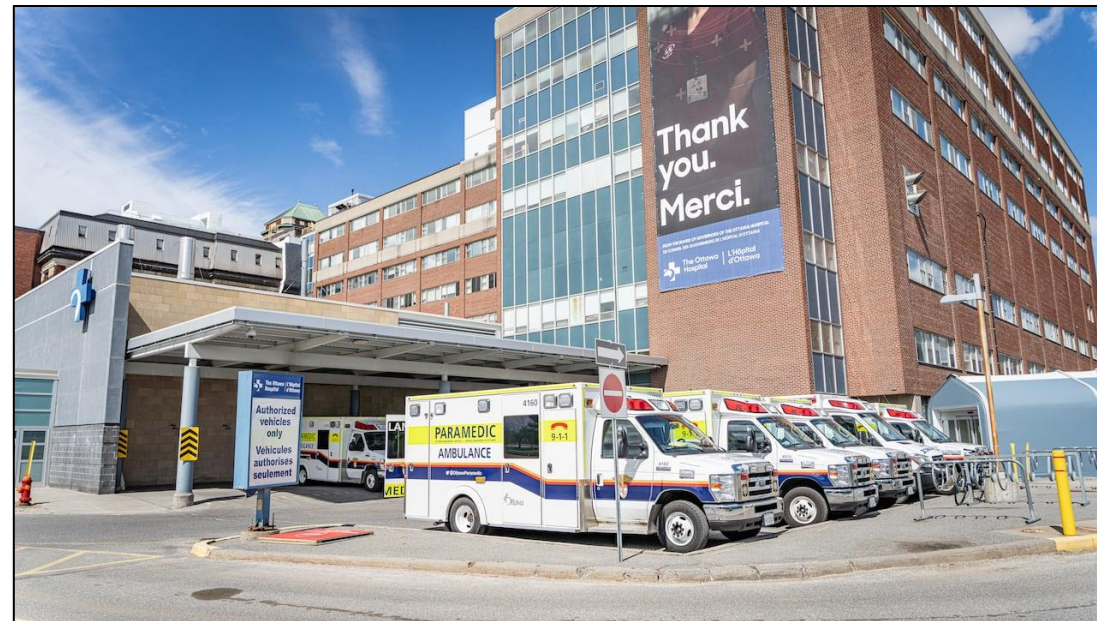
Travel Mode		Daily Trips
Daily	Auto Driver	15,000
	Auto Passenger	3,850
	Transit	14,500
	Walk	1,450
	Bike	600
	TOTAL	35,400

Note: Values rounded to nearest 50

14

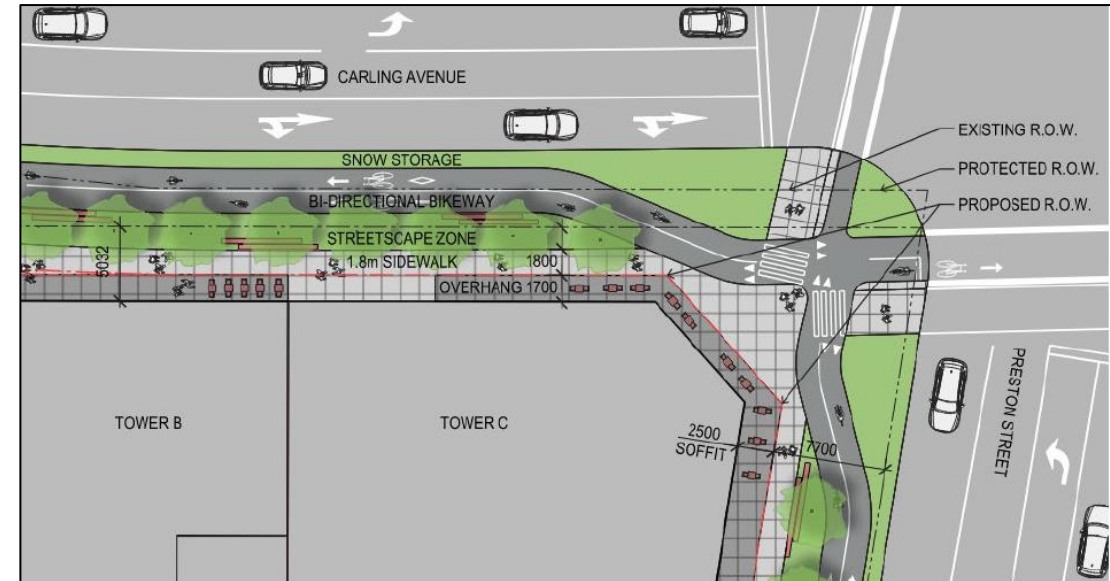
HOW MANY AMBULANCES TRIPS PER DAY ARE EXPECTED AT THE NEW CIVIC DEVELOPMENT?

- The existing Civic Campus averages approximately **70 emergency transports** per day.
- The New Civic Development may be in the order of **100 emergency transports** per day
 - ambulances 40 to 50 per day
 - balance are patient transports from other locations
- If travelling on Carling Avenue, it is expected they will have use of the Carling Transit Priority Bus Lanes.



HOW WILL AREA ROAD NETWORK OPERATIONS BE IMPACTED BY VEHICULAR TRAFFIC AT THE NEW CIVIC DEVELOPMENT?

- The evaluation of the road network performance showed that the addition of New Civic Development traffic at Full Buildout 2048 would result in poor operating conditions during peak hours at the following intersections:
 - **Preston Street/Prince of Wales Drive**
 - **Preston Street/Carling Avenue**
- It is noteworthy that all the proposed New Civic Development access intersections were shown to operate well in all future horizons.
- Additional work will be needed to investigate potential alternative design options at the above intersections as part of the ongoing approval process for future phases.
- One of the main challenges is how to incorporate safe cycling crossing movements at this intersection while maintaining acceptable vehicular operations.



WILL THERE BE A NEED TO WIDEN THE ADJACENT ARTERIAL ROADS AS A RESULT OF THE NEW CIVIC DEVELOPMENT?

- The City of Ottawa's Transportation Master Plan **does not** envision any further widenings of Carling Avenue, Preston Street, and Prince of Wales Drive.
- The Transportation Impact Assessment has also not identified the need for widening of any adjacent roadways to accommodate the New Civic Development.



PARKING RESPONSES

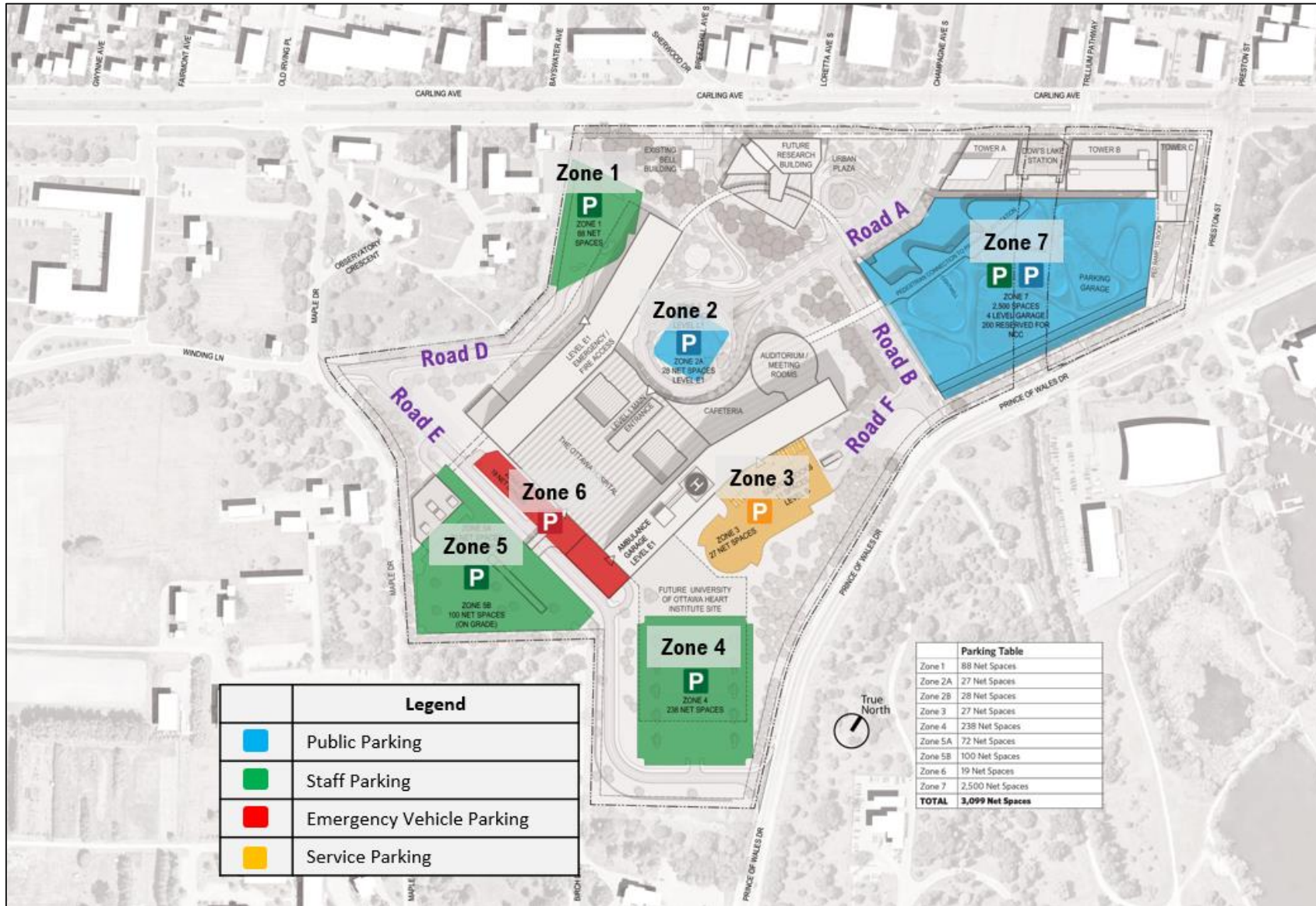
- 17** Where is parking being provided at the New Civic Development?
- 18** Is the proposed 3,099 parking supply sufficient?
- 19** How will potential parking infiltration to the community be managed if on-site supply is insufficient?

WHERE IS PARKING BEING PROVIDED AT THE NEW CIVIC DEVELOPMENT?

- The Ottawa Hospital is proposing a total of 3,099 parking spaces on site, with the majority (2,500) being provided in a **parkade** at the northeast corner of the site.
- The Ottawa Hospital intends to **discontinue** all existing satellite/offsite parking leases and manage all parking supply onsite.

Parking Zone	Likely Target User	Estimated Parking Supply	Description	Access Road
1	Staff	88	Existing surface lot, former parking for Sir John Carling	Road D
2	Public	55	27 surface spaces at main access and 28 underground for emergency access	Road A - Upper/Lower Travel Loops
3	Trucks / Service / Staff	27	27 surface spaces likely for service staff with 11 loading docks	Road F
4	Public / Staff	238	Proposed surface parking; may become underground once UOHI is built	Road E
5	Staff	172	100 located at grade, 72 over CUP structure	Road E
6	Emergency Vehicle	19	Emergency/Ambulatory parking area	Road E
7	Public / Staff	2,500	Main parking garage structure	Road A, Road B and Prince of Wales (right-in/right-out)
TOTAL		3,099		

WHERE IS PARKING BEING PROVIDED AT THE NEW CIVIC DEVELOPMENT?



	Parking Table
Zone 1	88 Net Spaces
Zone 2A	27 Net Spaces
Zone 2B	28 Net Spaces
Zone 3	27 Net Spaces
Zone 4	238 Net Spaces
Zone 5A	72 Net Spaces
Zone 5B	100 Net Spaces
Zone 6	19 Net Spaces
Zone 7	2,500 Net Spaces
Total	3,099 Net Spaces

18 IS THE PROPOSED 3,099 PARKING SUPPLY SUFFICIENT?

- The proposed parking represents the minimum parking requirements established by the **City's Zoning By-law**.
- The 3,099 parking spaces within the New Civic Development is considered sufficient if **mode share targets** for sustainable modes identified in the TIA are realized.
- These targets are considered achievable based on research of other institutions in Ottawa and Ontario, but requires the development and implementation of a robust and comprehensive **Transportation Demand Management (TDM) Plan** as recommended in the TIA.
- It is important to note that there are also consequences to increasing parking supply to cater to personal vehicle owners/users.
- It disincentivizes travelers from using more sustainable modes of transportation (e.g. transit or cycling), which in turn reduces the operations and efficiency of the area road network and adversely impacts the environment.



HOW WILL POTENTIAL PARKING INFILTRATION TO THE COMMUNITY BE MANAGED IF ON-SITE SUPPLY IS INSUFFICIENT?

- The Ottawa Hospital will be prepared to respond to parking supply shortages if they arise.
- Potential **mitigation options** for consideration include:
 - Increase the Transportation Demand Management (TDM) budget and **implement more aggressive TDM measures** to encourage use of alternate modes.
 - Utilize the existing parking supply at the Civic Campus and implement a **parking shuttle service** to the New Civic Development.
 - Temporarily reinstate **satellite parking** leases and shuttle service.
 - Offer staff **incentives** to park at nearby off-street public parking area on Preston Street and Rochester Street, e.g. Preston Square Parkade.
 - Construct a **temporary overflow parking area** to provide a short-term increase in on-site parking supply within the Master Site Plan, providing time to implement longer-term measures.

AREA TRAFFIC MANAGEMENT and TDM

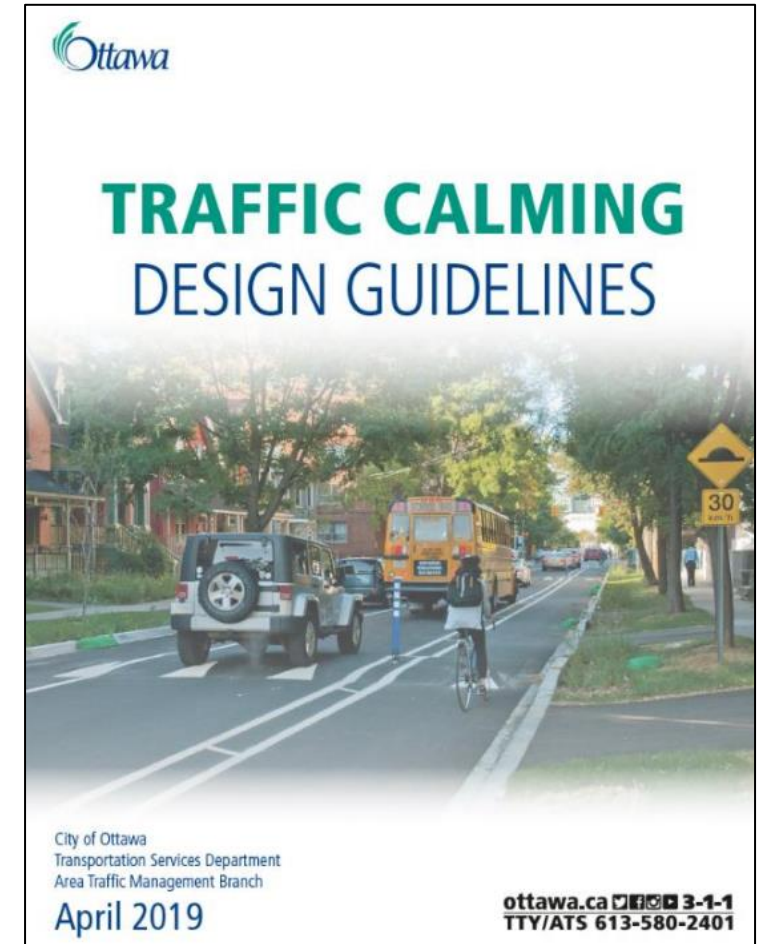
RESPONSES

20 How will traffic within adjacent communities be managed?

21 How will The Ottawa Hospital help to further reduce car travel at the New Civic Development?

HOW WILL TRAFFIC WITHIN ADJACENT COMMUNITIES BE MANAGED?

- A significant concern heard early in the public consultation process was potential **'shortcutting'** through the adjacent communities to the New Civic Development.
- Careful consideration has been given to multiple areas of concern raised by the public and stakeholders, which helped direct the Master Site Plan development process.
- TOH fully intends to collaborate with the **City of Ottawa** and the **local community** to minimize neighbourhood traffic infiltration.
- A summary of key neighbourhood traffic management considerations along **Champagne Avenue** and **Sherwood Drive** have been provided next.



20

HOW WILL TRAFFIC WITHIN ADJACENT COMMUNITIES BE MANAGED (CHAMPAGNE AVENUE)?

- As an example, a potential shortcut route has been identified from Highway 417, Preston Street to Beech Street and **Champagne Avenue**.
- The proposed design for the future **Champagne Avenue/Carling Avenue** intersection prohibits the northbound through movement, by incorporating northbound right-turn island.
- Options are available to restrict the inbound shortcut, such as:
 - Prohibit southbound vehicle travel at Hickory Street (permit active travel modes only)
 - Implement traffic calming measures (such as speed humps, raised intersections, signage etc.) along Champagne Avenue to reduce speeds and increase travel time to help curtail the shortcut benefit.



HOW WILL TRAFFIC WITHIN ADJACENT COMMUNITIES BE MANAGED (SHERWOOD DRIVE)?

- **Sherwood Drive** is designated as a Collector Road in the Official Plan
- It provides a **linkage** between Parkdale (near H417 interchange) and Carling (just west of the proposed vehicle access to/from the New Civic Development)
 - Uncongested travel time using Sherwood 3-4 minutes for vehicles; assuming distance of 1.2 km and 40 km/h (2 traffic signals and 4 STOPS signs)
 - Uncongested travel time using Parkdale-Carling Corridor is similar; assuming distance of 1.7km and posted speed of 40–60 km/h (7 traffic signals)
- **Existing peak hour traffic volumes** on Sherwood Drive are approximately 310 veh/h two-way in the critical PM peak
- **Forecasted 2048 peak hour traffic volumes** on Sherwood Drive are estimated to increase by less than 40 veh/h relative to existing volumes to approximately 350 veh/h two-way in the critical PM peak



HOW WILL TRAFFIC WITHIN ADJACENT COMMUNITIES BE MANAGED (SHERWOOD DRIVE)?

- **Sherwood Drive** already has some traffic calming measures along its length, which were implemented in recent years to address speeding and safety concerns.
- Note that the City of Ottawa is currently updating the **Traffic Calming Study** for Sherwood Drive.
- The Sherwood Drive/Carling Avenue intersection was previously considered for the primary access intersection to the New Civic Development off Carling Avenue.
- A primary access at Sherwood Drive was **ruled out** and the primary access intersection was **aligned with Champagne Drive**.

As We Heard It

Sherwood Drive Traffic Calming Study
Initial Online Survey - Fall 2020

Executive Summary

The Sherwood Drive Traffic Calming Study was initiated due to concerns pertaining to speeding, elevated volumes, and non-compliance of stop signs. The purpose of the study is to recommend traffic calming measures which aim to improve conditions for road users and residents along Sherwood Drive.

In Fall 2020, an online survey was conducted to gather feedback regarding traffic issue and to ensure that there was a reasonable level of community support to initiate the study.

The full survey results including the comments provided have been presented in this report. The survey yielded the following key takeaways:

- 1) 74% of respondents are supportive of this traffic calming study.
- 2) The primary concerns of respondents were cyclist safety, vehicle speeds and pedestrian safety.
- 3) Many respondents expressed concerns with intersection design and stop sign compliance.
- 4) Traffic calming measures with the highest levels of support were raised crosswalks and cycle-friendly bulb-outs, followed by speed humps, speed tables, and corner tightenings.
- 5) Most respondents supported the removal of at least some on-street parking on Sherwood Drive.
- 6) 70% of respondents supported the addition of formal cycling facilities to Sherwood Drive.

The results of the online survey will be used as City staff commence the planning/functional design of potential solutions to address public concerns and improve traffic conditions along Sherwood Drive. After potential solutions are drafted, the public will be consulted once again to provide their feedback on the recommended plans.

More information on the City's on-going Traffic Calming Study is available at:

<https://ottawa.ca/en/city-hall/public-engagement/projects/sherwood-drive-traffic-calming-study>

HOW WILL THE OTTAWA HOSPITAL FURTHER REDUCE CAR TRAVEL AT THE NEW CIVIC DEVELOPMENT?

- The Active Transportation Plan (ATP) outlines proposed infrastructure that will **support mobility and access** to the key transit and active transportation facilities in proximity to the New Civic Development.
- In addition to these infrastructure investments, The Ottawa Hospital will develop **supporting policies and strategies** to further reduce car travel in favour of more sustainable modes of travel.
- A critical supporting policy will be a **Transportation Demand Management (TDM)**, with a singular focus of reducing personal vehicle usage at the New Civic Development.
- At this early stage of the Master Site Plan, a preliminary **TDM framework** has been established that will be confirmed as part of each phase that goes through Site Plan Control Approval.



HOW WILL THE OTTAWA HOSPITAL FURTHER REDUCE CAR TRAVEL AT THE NEW CIVIC DEVELOPMENT?

The following framework highlights some of the key **site-specific measures** and **policies** that should be considered as part of the future **TDM framework**.

Programming

- Establish a full-time equivalent (FTE) staff position for a TDM coordinator.
- Develop a TDM specific capital budget.

Communication and Promotion

- Develop a communication strategy.
- Incorporate event coordination and success recognition to increase participation (e.g. awareness campaigns, awards etc.).
- Provide travel tools and information (e.g. web portal, trip planning tools, social media, mobile applications etc.)

Partnerships

- Community outreach, particularly among the local neighbourhoods/community associations.
- Engage City of Ottawa partnerships, e.g. OC Transpo, Parks, Recreation & Culture, etc. to coordinate efforts and resources to increase transit and active transportation use.

Policy and Infrastructure

- Develop an aggressive parking pricing structure.
- Incentivize transit through monthly pass subsidies.
- Provide real-time transit information
- Incentivize carpooling/carsharing/bikesharing through discounts and priority parking spaces.
- Provide cycling supportive facilities, e.g. showers, change rooms, secured storage etc.
- Develop an emergency ride home program (ERH)
- Design pick-up and drop-off areas to recognize future travel trends, including the use of emerging transportation solutions including ride-sharing, ride-hailing, and autonomous vehicle technologies.

Monitoring

- Complete regular staff and visitors/patients surveys to track travel choices over time
- Implement a parking utilization monitoring program so that The Ottawa Hospital can proactively track trends in parking supply and demand over time and be in a position to make timely decisions over the years.