



Transportation Committee

Minutes 8

Wednesday, 3 June 2020

9:30 a.m.

Electronic Participation

This Meeting was held through electronic participation in accordance with Section 238 of the *Municipal Act, 2001* as amended by Bill 197, the *COVID-19 Economic Recovery Act, 2020*.

-
- Notes:**
1. *Please note that these minutes are to be considered DRAFT until confirmed by Committee.*
 2. *Underlining indicates a new or amended recommendation approved by committee.*
 3. *Except where otherwise indicated, reports requiring Council consideration will be presented to Council on June 10, 2020 in Transportation Committee Report 9.*

Present: Chair: T. Tierney
Vice-Chair: J. Leiper
Councillors G. Darouze, L. Dudas, E. El-Chantiry, M. Fleury, A. Hubley, M. Luloff, S. Menard

Declarations of Interest

No declarations of interest were filed.

Confirmation of Minutes

Minutes 8 - February 5, 2020

CONFIRMED

Transportation Services Department

1. Huntmar Drive Widening (Campeau to Maple Grove) and Stittsville Main Street Extension (Maple Grove to Robert Grant) Environmental Assessment Study – Statement of Work

ACS2020-TSD-PLN-0004

Kanata North (4); Stittsville (6); and
Rideau-Goulbourn (21)

Report recommendation

That the Transportation Committee approve the Statement of Work for the Huntmar Drive Widening (Campeau to Maple Grove) and Stittsville Main Street Extension (Maple Grove to Robert Grant) Environmental Assessment Study, as outlined in this report and detailed in Document 1.

Vivi Chi, Manager, Transportation Planning, Transportation Services (TSD) and Frank McKinney, Program Manager, Transportation Planning, Environmental Assessments, TSD were present to respond to questions.

Following discussions and questions of staff, the committee CARRIED the report as presented.

2. Ottawa's Electric Kick Scooter Strategy and Pilot Project

ACS2020-TSD-PLN-0003

CITY WIDE

Report recommendations

That the Transportation Committee recommend that Council:

- 1. Approve the Electric Kick Scooter Pilot Project, as detailed in this report;**
- 2. Approve the new Electric Kick Scooter By-law, as detailed in this report and attached as Document 1; and,**
- 3. Direct staff to report back to the Transportation Committee and Council at the conclusion of the pilot project.**

At the outset, the Chair noted the Committee would consider Items 2 and 3, as listed on the agenda, together. Vivi Chi, Director, Transportation Planning, Transportation Services Department (TSD) provided some opening remarks prior to a detailed slide presentation led by Kornel Musci, Program Manager, Transportation Policy & Networks, TSD; Kathleen Wilker, Project Officer, Transportation Demand Management, TSD and Diana Knight, Specialist, By-law Review, Planning, Infrastructure and Economic Development (PIED). A copy of the presentation is held on file with the City Clerk.

The following staff also responded to questions:

- TSD: Pat Scrimgeour, Director, Transit Customer Systems and Planning
- Emergency & Protective Services – Jake Gravelle, Program Manager, Bylaw Enforcement Services
- Public Works and Environmental Services – Bryden Denyes, Area Manager, Roads Services
- Innovative Client Services Department – Nazgol Namazi, Associate Legal Counsel

Following the presentation, the Committee heard from the following three delegations (those marked with an asterisk indicate a submission held on file):

- Stewart Lyons*, Bird Canada, noted they are a Canadian Company, providing service in Calgary, Edmonton and Montreal presently, and expected to launch in Victoria and Toronto by the end of 2020. His

presentation touched on e-scooters as commuting devices, how they replace car trips and are safer than bicycles. He noted that, given the Covid19 pandemic, the e-scooters are disinfected 2-3 times per day. He spoke to the benefits of e-scooters post-pandemic in terms of mobility and social distancing.

- Phillip B. Turcotte*, Chair, Accessibility Advisory Committee (AAC), thanked staff for consulting AAC and outlined some concerns the committee has and provided recommendations for consideration. The presentation included, but was not necessarily limited to, concerns with on-street parking affecting accessible street parking spots; sidewalk parking creating barriers; the process for managing complaints. Mr. Turcotte recommended some wording changes in the by-law and asked that the pilot comply with AAC motions passed in September 2018 aimed at protecting accessible parking spaces and in May 2020 regarding multi-use pathways.
- Sam Sadle*, Director of Government Relations, Lime, thanked Mr. Turcotte for raising concerns related to accessibility and noted it is on the providers to ensure the best possible service is provided. Lime is excited to serve Ottawa and partner with Bird. Although Lime is generally supportive of the staff recommendation, they have two concerns related to fleet size and fees.

In addition to the delegations, correspondence was also received from:

- Email dated May 29 from Sheryl Manson
- Email dated June 1 from Sheila Perry, FCA Email dated
- June 2 from Kathleen Forestell, CNIB, Ontario East

Following the delegations and questions of staff, the committee CARRIED the following motions:

Motion No. TRC 2020-9/1

Moved by Councillor J. Leiper

WHEREAS the Staff Report on the Ottawa's Electric Kick Scooter Strategy

and Pilot Project (ACS2020-TSD-PLN-0003) listed as Item 2 on today's Transportation Committee Agenda includes nine supporting documents; and

WHEREAS draft versions of Document 3 (Ottawa Public Health and E-scooter Injury Epidemiology) and Document 5 (February 25, 2020 Memo from Accessibility Advisory Committee on Kick E-Scooter Pilot Project) were unintentionally included with the Transportation Committee Agenda distributed on May 25, 2020; and

WHEREAS revised versions of Documents 3 and 5 were distributed to Council and posted to Ottawa.ca on May 29, 2020;

THEREFORE BE IT RESOLVED that Transportation Committee approve that Documents 3 and 5 be replaced with the revised documents 3 and 5, and included in the report to Council.

CARRIED

Motion No. TRC 2020-9/2

Moved by Councillor S. Menard

WHEREAS the city has declared a climate emergency and needs to encourage the use of public transportation, especially as ridership has waned due to the COVID-19 pandemic; and

WHEREAS a study published by MDPI in 2019 demonstrated that bike share was the optimal method for "last-mile" transportation associated with public transit when the last-mile is 3 km or less; and

WHEREAS the bike share industry first launched in Ottawa in 2009, wasn't profitable and failed; and

WHEREAS a bike share program was re-introduced in 2014, and from 2014 to 2018, the City of Ottawa has been served by multiple bike share vendors, without any providing long-term service to the residents of Ottawa; and

WHEREAS the City of Ottawa has continued to provide favourable terms to bike share companies to operate in the city and on city property; and

WHEREAS the City of Ottawa has, nonetheless, did not have a bike share service in 2019 and does not have prospects for a bike share service for the 2020 season; and

WHEREAS the private sector has not been able to reliably provide the City of Ottawa with a bike share program; and

WHEREAS a non-profit bike share organization has offered stepped in to rescue Hamilton's bike share program after it was cancelled by Uber earlier this year; and

WHEREAS with the introduction of an e-scooter pilot project, the opportunity presents itself for the city to integrate an e-scooter share program with a bike share program; therefore

BE IT RESOLVED THAT that city council direct staff to investigate an in-house bike share program, therefore;

BE IT FURTHER RESOLVED that city staff report back to the Transportation Committee with its findings as part of the bike parking strategy in early 2021.

The Committee then CARRIED the report recommendation as amended by Motion N^os TRC 2020-9/1, TRC 2020-9/2.

Planning, Infrastructure and Economic Development

3. Bike Sharing and Electric Kick Scooter Sharing Agreements with Service Providers

ACS2020-PIE-RHU-0007

CITY WIDE

Report recommendation

That Transportation Committee recommend Council:

1. **Extend the dockless bike sharing pilot for the 2020 season;**
2. **Include dockless electric kick scooters in this pilot;**
3. **Approve the fee structure for micromobility sharing systems as detailed in Document 1;**
4. **Waive the requirements of the Encroachment By-law 2003-446 to allow for the installation of bike sharing and/or electric kick scooter stations or parking areas where required; and**
5. **Delegate authority to the Manager of Right of Way, Heritage and Urban Design to enter into agreements for the piloting of bike sharing services and/or electric kick scooter services on City lands in 2020 and in accordance with this report.**

The Committee considered items 2 and 3, as listed on the agenda, together.

4. Minor Updates and Amendments to Right of Way By-laws

ACS2020-PIE-RHU-0003

City Wide

Report recommendation

That Transportation Committee recommend Council approve minor amendments to improve administration as well as clarify and harmonize existing regulation as detailed in Document 1 for the following By-laws:

- a) **Road Activity By-law**
- b) **Over-dimensional Vehicle By-law**
- c) **Right-of-Way Patio By-law**
- d) **Encroachment By-law**
- e) **Private Approach By-law**

- f) **Signs on City Roads By-law**
- g) **Use and Care of Roads By-law.**

CARRIED

5. Vanguard Drive Extension (Lanthier Drive to Mer Bleue Road) Environmental Assessment Study
- ACS2020-PIE-PS-0048 Cumberland (19)
-

Report Recommendations

That Transportation Committee recommend that Council:

1. **Approve the functional design for the Vanguard Drive Extension Environmental Assessment Study, as described in this report and supporting documents; and,**
2. **Direct Planning staff to finalize the Environmental Study report and proceed with its posting for the 30-day public review period in accordance with the Ontario Municipal Class Environmental Assessment process.**

Doug James, Director, Planning Services, Planning, Infrastructure and Economic Services responded to questions from members

Following questions of staff, the committee CARRIED the staff report as presented.

Councillors' Items

Councillor R. King

6. All Way Stop Control at the Intersection of Ben Street and Côté Street
ACS2018-CCS-TRC-0004 Rideau-Rockcliffe (13)
-

Report Recommendation

That the Transportation Committee recommend that Council approve the installation of an all-way stop control at the intersection of Ben Street and Côté Street.

CARRIED

Councillor G. Darouze

7. Speed Limit Reduction on Stagecoach Road, From a Point Approximately 840m North of Snake Island Road to Snake Island Road.
ACS2020-OCC-TRC-0005 Osgoode (20)
-

Report Recommendation

That the Transportation Committee recommend Council reduce the speed limit on Stagecoach Road, from a point approximately 840m north of Snake Island Road to Snake Island Road from 70 km/h to 60 km/h.

CARRIED

Additional Item

8. Motion - Support for the adaptation of small businesses to physical distancing requirements

ACS2020-OCC-TRC-0006

City Wide

Motion No. TRC 2020-9/3

Moved by Councillor J. Leiper

BE IT RESOLVED THAT, pursuant to Subsections 89(3) and 83(4)(a) of the Procedure By-law, the Transportation Committee waive the Rules of Procedure to receive the verbal update from staff of the Planning, Infrastructure and Economic Development (PIED) Department regarding opportunities for retail operations to operate at today's meeting, and dispense with the requirement for staff to provide a separate written report on this verbal update and presentation; and

That Transportation Committee suspend the Rules of Procedure to permit the introduction of the following motion, in order to respond in a timely manner to support the local economy as a result of restrictions imposed to address the COVID-19 pandemic:

CARRIED

The committee received a PowerPoint presentation from Court Curry, Manager, ROW, Heritage & Urban Design Services, Planning, Infrastructure and Economic Development (PIED) and Laila Gibbons, Director, Roads & Parking Services, Public Works and Environmental Services. A copy of the presentation is held on file with the City Clerk.

Following discussion and questions of staff, the committee CARRIED the following motion:

Motion No. TRC 2020-9/4

Moved by Councillor E. El-Chantiry

WHEREAS the COVID-19 pandemic continues to evolve and is causing significant economic effects across the world and locally in Ottawa; and

WHEREAS on March 17, 2020, an emergency related to the COVID-19 outbreak was declared in the whole of the Province of Ontario, pursuant to Section 7.0.1 of the Emergency Management and Civil Protection Act, as set out in Order in Council 518/2020; and

WHEREAS as part of the emergency declaration, retail stores have been significantly limited in their operations, which has resulted in substantial local economic impacts; and

WHEREAS due to the ongoing COVID-19 situation and the anticipated capacity restrictions from the Province of Ontario and associated recommendations from Ottawa Public Health that physical distancing be practiced in order to decrease transmission, which will limit the number of customers into store fronts compared to previous years; and

WHEREAS the Use and Care of Roads By-law 2003-498, limits merchandising on the right of way; and

WHEREAS local businesses and the Economic Partners Task Force have advocated for less regulation to help small businesses as part of the recovery efforts; and

WHEREAS the City of Ottawa can support the local economy by permitting merchandising on the right of way with retail pop-up spaces and retail patios,

BE IT RESOLVED that Transportation Committee recommend that Council approve the following:

- i. **Waive the provisions of the Use and Care of Roads By-law, for 2020 only, such that a business owner may establish along the frontage of their business a retail pop up, with an application fee of \$62 similar to the Café Seating provisions of the ROW Patio By-law 2017-92 or retail patio, with an application fee of \$340, while maintaining a minimum two-metre pedestrian clearway and in compliance with the requirements of the Accessibility Design Standards and any other considerations to minimize the impacts on abutting properties or**

City operations at the discretion of the General Manager, PIED; and

- ii. **Direct staff to establish a 10-day permit process; and the delegation of authority of this business process to be given to the General Manager, PIED.**

CARRIED

Information Previously Distributed

A Paint It Up! 2019 Program Results
ACS2020-PWE-BTS-0001

B Report on the Use of Delegated Authority During 2019 by the Transportation Services Department as Set Out in Schedule “G” By-Law 2019-280
ACS2020-TSD-GEN-0001

Motions which Notice has been Previously Given

Motion No. TRC 2020-9/5

Moved by Councillor S. Menard

WHEREAS the City of Ottawa—along with Ontario, Canada and the world—are currently experiencing the COVID-19 pandemic; and

WHEREAS this pandemic has witnessed all orders of government put in place emergency measures and guidelines in order to improve the health outcomes of as many residents as possible; and

WHEREAS the city, the province and the country are seeking cooperation from residents to adjust their habits, activities and lifestyles to align with the guidelines

relating to physical distancing; and

WHEREAS the Ottawa Board of Health has unanimously passed a motion supporting the City of Ottawa to increase the amount of safe active transportation space outdoors for residents, including when accessing essential services, to improve their physical and mental health while still adhering to all municipal and federal guidelines related to physical distancing; and

WHEREAS city traffic services reports that traffic volume has dramatically decreased while city police report that traffic speed infractions have increased; and

WHEREAS OPH has consistently recognized the need for residents to access essential services and has encouraged residents to go outside for their physical and mental health; and

WHEREAS the 2019 report from City of Ottawa, Planning, Infrastructure, and Economic Development, titled *The Building Blocks for a Healthy Ottawa*, emphasizes the connection between active transportation infrastructure and mental and physical well-being;

THEREFORE, BE IT RESOLVED THAT the City of Ottawa enact a plan (ActiveOttawa) this summer for cost effective implementation of greater active transportation network connectivity, expanded road space for active transportation and safety enhancing measures which reduce speed, recognizing the needs of residents during the Covid-19 pandemic.

Councillor Menard withdrew Motion No. TRC 2020-9/5, of which he gave notice at the June 3, 2020 meeting.

Inquiries

Councillor M. Fleury

Policy

Over the summer of 2004, in response to issues associated with the traditional style sidewalk design, specifically minimization of the 'roller coaster' effect, the ramp style sidewalk design was undertaken at two separate pilot installations representing different site conditions, constraints and standards. The pilot installations were located

on Holland Avenue (standard sidewalk width of 1.8m and larger), and on Delaware Avenue (non-standard 1.5m exception width).

Staff identified a monitoring plan for the two pilot sites to allow for feedback from various users and stakeholders. The monitoring plan was designed to reflect considerations such as accessibility considerations, pedestrian movement and safety, parking and cycling impacts, traffic operation, maintenance and vehicular access/egress.

In 2005, the application of the “Ramp” standard was extended to other locations, such as Sunnyside, Fifth/Craig/Lyon, Allan/Cobalt/Strathcona and was considered as part of the design process on projects such as Parkdale and Somerset.

In 2006, based on the outcome of the pilots, the “Ramp” standard was incorporated into the *Standard Tender Documents for Unit Price Contracts*.

- Ramp-style sidewalks (also known as Toronto-style) are to be used for sidewalks 1.8m or wider (the City’s preferred minimum width) that directly abuts the roadways.
- Traditional-style sidewalks (also known as Roller-Coaster-Style) are used for high-volume commercial and institutional entrances. For instances where successive entrances are in close proximity, reviews will be undertaken to assess when “Traditional” or “Ramp” standard would be more appropriate. They may also be applied when site conditions exist that could warrant their use—these conditions include areas with longitudinal slope greater than 5% or where there are frequent driveways with a span greater than 20m

Our Context

As this standard has been applied to various streets and projects throughout our city and specifically in my community, I have noticed a growing number of concerns on residential streets. There have been instances of vehicle damage, as the ramp segments can catch vehicles passing close to the curb. This also affects winter maintenance operations and safety as snow removal vehicles cannot work close to the curb. This often results in damaged vehicles, uncleared sidewalk patches and poses a risk to drivers and pedestrians as ice can build up. In the milder seasons, this same ramp hinders accessibility as the wheels of wheelchairs and walkers can get caught on these same ramps as users make the transition from the street to the sidewalk.

Furthermore, since the width standard is 1.8m, and a portion of the sidewalk is angled to serve as a ramp, many pedestrians feel that the accessible flat portion is too small. In some cases, the flat part of the sidewalk is only 1-1.25m wide, which is not enough for dog walkers, families, or couples, and raises accessibility limitations in high-volume segments. This is especially relevant for areas where utility poles, shrubs, or retaining walls reduce the sidewalk evermore. In many cases, utility poles reduce the mobility of users with mobility aids as they create tight and hazardous walkable spaces.

Inquiry

- What pedestrian safety issues did the ramp style standard resolve?
- What accessibility concerns does the ramp style standard resolve?
- Which disability was advantaged in the ramp style implementation standard?
- How were users with accessibility concerns engaged?
- Since the city went from residential sidewalk of 1.5 to 1.8m, how has the new width standard and ramp style increased walkable spaces?

Based on concerns from the elderly, families, and residents with accessibility needs, I would like for this standard to be reviewed and to clearly define when it is appropriate or not to implement.

When the city redoes sidewalks, that is the opportunity to do it right and ensure compliance with our standards and careful investments.

Could the following question also be considered in the review?

- What style should be implemented when the minimum sidewalk width of 1.8m is impossible to maintain throughout the flat segment?
- What style is ideal for various residential areas (in the core vs suburban) example: many recurring driveways, grade, pathways, and successive entrances (infill)...?
- What are the standards for high-volume pedestrian areas on residential street?
- What are the standards for residential streets with a bus stop?

- How are winter operations ensuring proper sidewalk clearance for the ramp style sidewalk?

Adjournment

The meeting adjourned at 12:42 p.m.

Committee Coordinator

Chair