



## Transportation Committee

### Minutes 10

Wednesday, 2 September 2020

#### 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*.

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- 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 9 September 2020 in Transportation Committee Report 10.*

**Present:** Chair: Councillor T. Tierney  
Vice-Chair: Councillor 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 9 - June 3, 2020

CONFIRMED

Communications

Response to Inquiries

- TRC 02-20 - Standards for Sidewalk Styles

**Motion**

Moved by Councillor M. Fleury

**BE IT RESOLVED that, pursuant to Subsection 89(3) of the Procedure By-law, Transportation Committee approve that Response to Inquiry (TRC 02-20 - Standards for Sidewalk Styles) be added to the agenda for consideration at today's meeting.**

CARRIED

Councillor Fleury thanked staff for their work and asked for some clarification on staff's intentions as to the Standard's Review.

Carina Duclos, Director, Infrastructure Services, Planning, Infrastructure and Economic Development, indicated staff understand the concerns Councillors and community members have raised regarding sidewalk standards. She noted a full review will be undertaken in 2020-2021 which will include public consultations to receive feedback from communities on sidewalk standards and maintenance operations.

- OCC 20-16 - Infrastructure Planning & Design Process

## Transportation Services

1. STO Transit Study for Gatineau's West End: Integration with Ottawa

ACS2020-TSD-PLN-0005

City Wide

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### Report recommendation

**That Transportation Committee and Council receive this interim report for information.**

Vivi Chi, Director, Transportation Planning, Transit Services Department (TSD) gave a detailed presentation on the item, a copy of which is held on file with the City Clerk. John Manconi, General Manager, TSD; Pat Scrimgeour, Director, Transit Customer Systems & Planning, TSD; Patrick Leclerc, Director of Development, Marketing and Communications, STO and Myriam Nadeau, Chair, STO Board were also in attendance and/or responded to questions.

Further to the request of Councillor Fleury, Transportation Services committed to work with the Office of the City Clerk prior to the September 9 Council meeting to review and advise on how to incorporate his suggestion of the following principles to assist in informing future staff engagement and set expectations for STO and Ville de Gatineau:

- Align with OC Transpo and City of Ottawa objectives, i.e. less buses in the cities core and better transit
- Integration with LRT
- Underground being the preferred choice
- Updated employment area considerations (i.e. Ottawa Board of Trade, Large employers, including Public Services and Procurement Canada).

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

### Office of the City Clerk

2. Status Update – Transportation Committee Inquiries and Motions for the Period Ending August 21, 2020

ACS2020-OCC-TRC-0009

City Wide

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### Report recommendation

**That the Transportation Committee receive this report for information.**

RECEIVED

### Councillors' Items

#### Councillor J. Leiper

3. Westboro, McKellar Park, Civic Hospital - Residential Area Speed Reduction

ACS2020-OCC-TRC-0008

Kitchissippi (15)

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### Report recommendations

**That the Transportation Committee recommend to Council that**

1. **The speed limit be lowered to 30 km/h through the implementation of 30 km/h Gateway Speed Limit Signs within residential areas bound by:**

- a) **Sherbourne Road to the west, Byron Avenue to the north, Churchill Avenue to the east, Carling Avenue to the south (Zone 1);**
  - b) **Parkdale Avenue to the west, Carling Avenue to the south, Preston Street to the east, Gladstone Avenue to the north (Zone 2); and,**
2. **A speed limit of 30 km/h on Bayswater Avenue between Gladstone Avenue and Somerset Street**

CARRIED

**Councillor S. Menard**

4. **Old Ottawa South and Old Ottawa East - Residential Area Speed Reductions**  
ACS2020-OCC-TRC-0007 Capital (17)
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**That the Transportation Committee recommend Council approve the speed limit be lowered to 30 km/h through the implementation of 30 km/h Gateway Speed Limit Signs within the boundaries of:**

- a) **Old Ottawa East west of Main Street between Riverdale Avenue and Hawthorne Avenue in Document 1 of the report; and,**
- b) **Old Ottawa South, Old Ottawa East between Bank Street and Main Street south of Echo Drive and Riverdale Avenue as demonstrated as demonstrated in Document 2 of the report.**

CARRIED

5. Installation of Safety Enhancements on Bank Street Canal Bridge

ACS2020-OCC-TRC-0010

Capital (17)

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**Report recommendations**

**That the Transportation Committee recommend that Council approve:**

- 1. The proposed conceptual design of Bank Street Bridge, as described in this report;**
- 2. That \$300,000 be moved from project #909077 RCFS Facility Upgrades from funds allocated to Capital Ward Splashpad Project no longer moving ahead to project # 908587 Bank St. Canal Bridge and Culvert project.**
- 3. That this project be a candidate to receive future stimulus funding from the Federal or Provincial Governments related to infrastructure in support of active transportation.**

Prior to receiving delegations, Councillor Menard introduced the following motion:

Motion

WHEREAS the report entitled, "Installation of Safety Enhancements on Bank Street Canal Bridge" (ACS2020-OCC-TRC-0010) was distributed with the Transportation Committee Agenda of 2 September 2020; and

WHEREAS the Legal Implications and Accessibility Impact sections are mandatory components of every report; and

WHEREAS since the distribution of the original report, Councillor Menard has had an opportunity to work with staff in Legal Services and the Corporate Accessibility Office to bolster the report's accessibility considerations, including consideration for consultations with the City's Accessibility Advisory Committee; and

WHEREAS the revised Legal Implications and Accessibility sections, attached

as Document 1 and Document 2 to this motion, should be included in the report before the report rises to Council;

THEREFORE BE IT RESOLVED THAT Transportation Committee approve the revisions to pages 15 - 16\* of the report, attached to this Motion as Document 1 and 2, the Legal Implications and Accessibility Implications sections, and replace it in the report to Council on 9 September 2020.

*\*See Appendix A attached*

The committee heard from the following three delegations:

- Michael Powell
- Barbara Greenberg\*, Bike Ottawa
- Sue Neill\*, Old Ottawa South Community Association

The delegation's comments touched on, however, were not limited to the following:

- the need for increased safety for all road users crossing the bridge
- the proposed design, although not perfect is considered a compromise
- consider a barrier that will increase safety for all ages along the bus lane
- concerns with raised Multi Use Pathways on each side of the bridge for the combined use of cyclists and pedestrians; and
- and alternate design preferences

Written correspondence was also received from the following:

- Email dated August 27 from Graham Carpenter
- Email dated August 27 from Tom Lawson
- Email dated August 27 from Wallace McLean
- Email dated August 28 from David Brown
- Email dated August 28 from the Glebe Community Association

- Email dated August 31 from Heather Thomson
- Email dated August 31 from Eric Bing
- Email dated September 1 from the NCC

*[\* Individuals / groups marked with an asterisk above provided written submissions; all submissions are held on file with the City Clerk.]*

Having concluded discussions, the committee considered the following motion:

**Motion No. TRC 2020-10/2**

Moved by Councillor S. Menard

**WHEREAS the report entitled, "Installation of Safety Enhancements on Bank Street Canal Bridge" (ACS2020-OCC-TRC-0010) was distributed with the Transportation Committee Agenda of 2 September 2020; and**

**WHEREAS the Legal Implications and Accessibility Impact sections are mandatory components of every report; and**

**WHEREAS since the distribution of the original report, Councillor Menard has had an opportunity to work with staff in Legal Services and the Corporate Accessibility Office to bolster the report's accessibility considerations, including consideration for consultations with the City's Accessibility Advisory Committee; and**

**WHEREAS the revised Legal Implications and Accessibility sections, attached as Document 1 and Document 2 to this motion, should be included in the report before the report rises to Council;**

**THEREFORE BE IT RESOLVED THAT Transportation Committee approve the revisions to pages 15 - 16\* of the report, attached to this Motion as Document 1 and 2, the Legal Implications and Accessibility Implications sections, and replace it in the report to Council on 9 September 2020.**

*\*See Appendix A attached*

CARRIED

The Committee then CARRIED the report as amended by Motion No. TRC



2020-10/2.

Notices of Motions (for Consideration at a Subsequent Meeting)

**Motion**

Moved by Councillor M. Luloff (*on behalf of Councillor J. Harder*)

**WHEREAS Strandherd Drive Widening is presently under construction between Maravista Drive and Jockvale Road;**

**WHEREAS the short 100 m distance between McKenna Casey Drive intersection with Strandherd Drive and the railway crossing presents traffic safety concerns during construction and the closure of McKenna Casey Drive is required;**

**WHEREAS Strandherd Drive will be constructed on a bridge structure crossing over the railway crossing and McKenna Casey Drive needs to be permanently closed following construction as the short distance between the railway crossing and the intersection with McKenna Casey Drive is insufficient to clear the height differential;**

**WHEREAS McKenna Casey Drive provides an alternate east-west route crossing Highway 416 connecting Moodie Drive to the Barrhaven community with traffic volumes increasing annually and the closure of McKenna Casey Drive would require a detour adding 5.3 km travel distance and seven to ten minutes travel time through a series of seven signalized intersections from Moodie Drive at Fallowfield to Strandherd Drive at Car Dealership Way;**

**WHEREAS the widening of Strandherd Drive needs to mitigate the closure of McKenna Casey Drive by completing an amendment to the Strandherd Drive Environmental Assessment Study to identify a realignment of McKenna Casey Drive;**

**WHEREAS funding for the amendment to the Environmental Assessment Study and for the design is available in the Strandherd Drive Widening construction project;**

**WHEREAS planned development is occurring bordering McKenna Casey Drive and Strandherd Drive and there is an opportunity to realign McKenna Casey**

**Drive and integrate it as part of planned development; and**

**WHEREAS the Transportation Master Plan identifies McKenna Casey Drive east of Highway 416 as a major collector realigned to connect to Strandherd Drive;**

**THEREFORE, BE IT RESOLVED that Transportation Committee direct Transportation Services Department and Planning, Infrastructure and Economic Development staff to complete an Addendum to the Strandherd Drive Widening Environmental Assessment to study the McKenna Casey realignment as well as complete Preliminary and Detail Design using the existing Strandherd Drive Widening Construction budget.**

Inquiries

Councillor M. Fleury (*on behalf of K. Egli*)

In light of the impending winter and the likelihood that COVID-19 will still be very much an issue that the City will be dealing with, taking into account that many people will continue to work from home during this time, please provide the following to Council in a timely fashion so that Ottawa residents can know what to expect with regard to snow removal protocol and practices;

1. What is the plan for snow plowing and removal to make sure that sidewalks and MUPS throughout the City are kept clear and accessible as they will likely be used more by people working from home and to get children to and from school?
2. What is the plan to allow for regular snow plowing and removal in light of the fact that more cars will likely be parked on the streets all day long as people continue to work from home?
3. What is expected of residents to allow for timely and efficient snow plowing and removal?
4. Will parking bans still be utilized for snow plowing and removal and if so, how will they be modified to address more cars on the street as a result of more people working from home?
5. How and when will these plans and/or modifications for snow plowing and

removal be communicated to the public?

#### ADJOURNMENT

The meeting was adjourned at 11:19 am.

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**Committee Coordinator**

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**Chair**

**Annex A** – Revised Legal and Accessibility Implications section for report *Installation of Safety Enhancements on Bank Street Canal Bridge*

**Document 1 - Legal Implications**

There may be legal impediments to the approval of the proposed conceptual design.

The Integrated Accessibility Standards Regulation (the “IASR”), being Ontario Regulation 191/11, passed under the Provincial *Accessibility for Ontarians With Disabilities Act, 2005* (“AODA”) contains the Design of Public Spaces Standard. This Standard, in effect for the City since January 1, 2016, prescribes certain technical standards for “new” or “redeveloped” exterior paths of travel such as multi-use pathway (“MUP”). These prescribed accessibility standards apply to an “obligated organization”, which in this case is the City given that the proposed MUP will be on municipal highway.

The City is required to report on its compliance with the AODA to the provincial Accessibility Directorate biannually to confirm that it has its current accessibility requirements under the AODA. Should the City report non-compliance in the accessibility report, it will have to provide an explanation for the non-compliance and the Accessibility Directorate will likely want to see a plan to achieve compliance. Non-compliance with the AODA is subject to review by the provincial director designated under the legislation, and enforcement actions may include inspections and the issuance of orders to produce accessibility reports or to rectify the non-compliance. Such orders are appealable to the designated provincial tribunal. Non-compliance with an order may incur the imposition of administrative penalties or charges.

In exceptional cases, exemptions may be applicable when the obligated organization can demonstrate that it is not practicable to comply with the prescribed standards applicable to exterior paths of travel because existing physical or site constraints prohibit any modification of the site or any addition of elements.

Therefore, the proposed MUP must comply with the applicable AODA standards.

Additionally, the City’s own Accessibility Design Standards (“ADS”) were developed in 2015 to further enhance the objectives of the AODA. The ADS reinforce the prescribed standards of the AODA and in some instances exceed them. Staff report to Committee and Council on compliance with the ADS on an annual basis.

Furthermore, it is noted that the City's Accessibility Advisory Committee carried a motion at its meeting of May 26<sup>th</sup>, 2020 with the following resolution:

**BE IT FURTHER RESOLVED that, for further clarity, the AAC intends for the safety and accessibility needs of seniors and persons with disabilities to prevail over the needs of other users on Multi-Use Pathways; and**

**BE IT FURTHER RESOLVED that the AAC formally recommends that staff design and construct Multi-Use Pathways in a manner that respects all standards set out in the Human Rights Code, the AODA, the Accessibility Policy, the Accessibility Design Standards and that the City's Equity and Inclusions Lens be applied to ensure the spirit and goals of these authorities also be respected and achieved; and**

**BE IT FURTHER RESOLVED that the AAC formally recommends that staff consult with the Committee and other groups of persons with disabilities to determine best practice for the design of Multi-Use Pathways that ensures safety and accessibility for persons with disabilities and seniors; and**

**BE IT FURTHER RESOLVED that the AAC formally recommends increased communications to residents about safety and proper protocols for Multi-Use Pathways (e.g. when to dismount and walk a bicycle on a multi-use pathway, speed limits, using a bell, etc.); and**

**BE IT FURTHER RESOLVED that the AAC requests that this motion be circulated to all staff involved in design and construction of Multi-Use Pathways in Transportation Services Department and Planning, Infrastructure and Economic Development Department.**

## **Document 2 - Accessibility Impacts**

The City recognizes that multi-use pathways (MUPs) can create barriers for persons with disabilities, as outlined in the above-noted motion approved by the Accessibility Advisory Committee on May 26, 2020. As part of this motion, the City received advice that pedestrian safety be given priority when designing MUPs.

Accessibility for pedestrians with disabilities will be considered throughout this project by ensuring adherence to the City's *Accessibility Design Standards* and the *Accessibility for Ontarians with Disabilities Act, 2005 (AODA)*. The Accessibility Advisory Committee (AAC) will be consulted during functional and detailed design stages, including strategies to mitigate the risks to pedestrians with disabilities on the MUPs. The AAC will also be consulted on any effects to transit, including bus stop locations that may be affected. Targeted consultation will also be conducted with the Ottawa chapter of the CNIB, whose office is located at Lansdowne Park. The City's Corporate Accessibility Office will remain available as a resource, including assisting with consultations and ensuring an accessibility "lens" is applied to all stages of the project.

DK