



Transportation Committee

Minutes

Meeting #: 06
Date: June 22, 2023
Time: 9:30 am
Location: Champlain Room, 110 Laurier Avenue West, and by electronic participation

Present: Chair: Councillor Tim Tierney, Vice-Chair: Councillor Catherine Kitts, Councillor Jessica Bradley, Councillor George Darouze, Councillor Steve Desroches, Councillor Sean Devine, Councillor Glen Gower, Councillor Laine Johnson, Councillor Wilson Lo, Councillor Matt Luloff, Councillor Ariel Troster

1. Notices and meeting information for meeting participants and the public
Notices and meeting information are attached to the agenda and minutes, including: availability of simultaneous interpretation and accessibility accommodations; *in camera* meeting procedures; information items not subject to discussion; personal information disclaimer for correspondents and public speakers; notices regarding minutes; and remote participation details.
Accessible formats and communication supports are available, upon request.
Except where otherwise indicated, reports requiring Council consideration will be presented to Council on Wednesday, June 28, 2023 in Transportation Committee Report 6.
The deadline to register by phone to speak, or submit written comments or visual presentations is 4 pm on June 21, 2023, and the deadline to register by email to speak is 8:30 am on June 22, 2023.

This draft Minutes document contains a summary of the disposition of items and actions taken at the meeting. This document does not include all

of the text that will be included in the final Minutes, such as the record of written and oral submissions. Recorded votes and dissents contained in this draft Minutes document are draft until the Minutes of the meeting are confirmed by the Committee. The final draft Minutes will be published with the agenda for the next regular Committee meeting and, once confirmed, will replace this document.

2. Announcements/Ceremonial

2.1 Bruce Timmermans Awards

3. Declarations of Interest

4. Confirmation of Minutes

4.1 TRC Minutes 5 – Thursday, 27 April 2023

Carried

4.2 TRC Minutes 4 - Monday, 17 April 2023

Carried

5. Responses to Inquiries

5.1 TRC-2023-04-Processing Centre for Automated Speed Enforcement

5.2 OCC 2023-05 Traffic Services Future Storm Preparations

6. Presentation

6.1 Presentation from Ministry of Transportation: Highway 416 at Barnsdale Road Interchange – Preliminary Design and Environmental Assessment Study

File No. ACS2023-PRE-TP-0006 - Rideau-Jock and Barrhaven-West

Report Recommendation

That the Transportation Committee receive this presentation for information.

Received

7. Planning, Real Estate and Economic Development Department

7.1 Coventry Road Widening (Belfast Road to St. Laurent Boulevard)
Environmental Assessment Study – Statement of Work

File No. ACS2023-PRE-TP-0005- Rideau-Rockcliffe

Report Recommendation

That the Transportation Committee approve the Statement of Work (SoW) for the Coventry Road Widening (Belfast Road to St. Laurent Boulevard) Environmental Assessment Study, as outlined in this report and detailed in Document 1.

Carried

7.2 Amendments to the Use and Care of Roads By-law

File No: ACS2023-PRE-RHU-0026 - Citywide

Following a presentation, the following staff were present and responded to questions:

- Chris Warren, Specialist, By-law Review, Planning, Real Estate & Economic Development Department
- Rob Maclachlan, Program Manager, Right of Way, Planning, Real Estate & Economic Development Department
- Jennifer Therkelsen, Program Manager, Bylaw Enforcement Services, Emergency & Protective Services Department
- Alain Gonthier, General Manager, Public Works, Public Works Department

The Committee then heard from the following delegations:

- William Van Geest, Ecology Ottawa
- Yasmine Hadid
- Angela Keller-Herzog, CAFES
- Raewyn Khosla, For Our Kid's Ottawa/Gatineau
- Judith Haney
- Kathy Vandergrift
- Kate Veinot, Community Gardening Network, Just Food
- Kristi Ross, Just Food
- Moe Garahan, Just Food
- Jeff Collins

- Bill Brown
- Kari-Anne Murphy, Ottawa South Eco Action Network
- Phillipa MacDonald
- Iola Price
- Heather McLeod Kilmurray
- Marianne Ariganello

The following written submissions was received by, and is filed with the Office of the City Clerk, and distributed to Committee Members:

- K. Vandergrift, letter dated June 20, 2023
- People's Official Plan Coalition, letter dated June 20, 2023
- A. Keller-Herzog, letter dated June 21, 2023
- B. Brown, email dated June 21, 2023
- G. Trejo, email dated June 21, 2023
- I. Price, letter dated June 21, 2023
- K. Moore, letter dated June 22, 2023
- C. Murray, email dated June 23, 2023

The Committee carried the report recommendations as amended.

Direction to staff (Councillor S. Devine)

That staff be directed to report back with respect to the matter of growing food on the right-of-way before the end of Q2 2024 based on information received from Public Health Ontario

Report Recommendation

That Transportation Committee recommend Council approve:

- 1. Approve the amendments to the Use and Care of Roads By-law No. 2003-498 and the Road Activity By-law No. 2003-445 as described in this report.**

Carried as amended

Motion No. TRC 2023-06-1

Moved by C. Kitts

WHEREAS with respect to report ACS2023-PRE-RHU-0026 titled Amendments to the Use and Care of Roads By-law the Asset

Management Implications were provided after the public release of the report; and

WHEREAS City staff submitted revised Asset Management Implications to insert into Page 29 of the report;

THEREFORE BE IT RESOLVED THAT with respect to report ACS2023-PRE-RHU-0026 Transportation Committee accept the report, as revised, with the revised Asset Management Implications section on Page 29 of the report, with the following wording:

The proposed updates to the City of Ottawa Use and Care of Roads By-law 2003-498 have several asset management implications. The following points highlight the specific implications:

- *Integration of Best Practices: Staff considered best practices from other municipalities that permit landscaping projects, free library boxes, and pop-up retail displays within the right of way. This integration of successful approaches from other jurisdictions promotes knowledge sharing and allows for the adoption of effective strategies in asset management.*
- *Collaboration with Utility Companies: Consultations with utility companies ensure that the proposed amendments do not conflict with existing or future utility projects. This collaboration minimizes potential disruptions to utility infrastructure and promotes coordination between asset management efforts and utility operations.*
- *Maintaining Service Levels: The objective during the integration of new assets was to ensure there was no decrease in the service life, level of service, or disruption of service or maintainability for existing assets. This approach safeguards the performance and functionality of the city's infrastructure, avoiding any adverse effects on service delivery to residents and other stakeholders.*
- *Risk Assessment for Infrastructure: The report considers risks and potential damages to infrastructure within the right of way. This assessment helps identify potential vulnerabilities and develop strategies to mitigate risks, ensuring the resilience and longevity of the city's assets.*
- *Limitations on City's Responsibilities: The report clarifies that the City will not guarantee the success of, nor maintain any residential garden within the right of way. It also highlights that the City and utility companies will not be responsible for replacing or reinstating a residential garden if damaged by infrastructure installation, maintenance, repair, snow removal operations, or road maintenance activities. This clarifies the limitations on*

the City's obligations and reduces potential liabilities.

- *Consideration of Stormwater Management: The report emphasizes that no gardening will be permitted within the front or back slope of a ditch due to its importance in stormwater management and drainage. This ensures that modifications or encroachments into the ditch area do not compromise its ability to effectively move stormwater, mitigating the risk of flooding and waterlogging in the neighborhood.*
- *Financial Sustainability Considerations: The proposed amendments, such as allowing residential gardening, free library boxes, and pop-up retail displays within the right of way, should include considerations for financial sustainability. Staff should assess the potential costs associated with implementing and maintaining these activities, ensuring that they are financially viable and align with the City's budgetary constraints. This evaluation will help ensure that the proposed amendments support long-term financial sustainability while providing additional options for residents and businesses within the right of way.*

Overall, these implications demonstrate a proactive approach to asset management, considering compliance, collaboration, service levels, financial considerations, risk assessment, and the protection of critical infrastructure elements such as stormwater management systems.

Carried

Motion No. TRC 2023-06-02

Moved by L. Johnson

WHEREAS many residential streets in the outer urban area have no sidewalks or raised curbs; AND

WHEREAS the City of Ottawa has allowed any gravel shoulders to be taken over by grass; AND

WHEREAS it is common for residents to currently garden to the edge of the roadway; AND

WHEREAS these gardens have not caused any problems for residents, for snow clearing operations, parking, or other municipal services; AND

WHEREAS allowing gardens to the edge of the Right of Way in urban areas and not allowing them in outer urban areas creates an unfair

and unequal status, adding an additional burden for neighbourhoods where the City has failed to build storm sewers, raised curbs, or sidewalks;

THEREFORE BE IT RESOLVED THAT the report be amended to read, “Residential gardening will be permitted to the edge of roadway where no curb exists.”

For (7): C. Kitts, J. Bradley, S. Devine, G. Gower, L. Johnson, W. Lo, and A. Troster

Against (4): T. Tierney, G. Darouze, S. Desroches, and M. Luloff

Carried (7 to 4)

Motion No. TRC 2023-06-03

WHEREAS proposed changes to the City’s Use and Care of Roads By-law will allow for residential gardening opportunities within the right of way, and as part of this a prohibited plant species list will be required to effectively manage invasive species locally; and

WHEREAS staff are proposing that the prohibited plant species list to be included within the proposed amendments to the Use and Care of Roads By-law No. 2003-498 will incorporate by reference the Invasive Species Act, 2015, S.O. 2015, c. 22 and Weed Control Act, R.S.O. 1990, c. W.5 to provide the requirements prohibiting certain plant species within the City right of way; and

WHEREAS through the consultation process residents have requested that there be additional plant species added to the proposed prohibited list, citing the Ontario Auditor General’s report on the management of invasive species which identified deficiencies in the species listed in the Invasive Species and Weed Control Acts; and

WHEREAS the City has a recommended species list to avoid planting due to their invasive tendencies, and this list could serve as a source of additional species to prohibit, pending a review by staff; and

THEREFORE BE IT RESOLVED that staff be directed to include as part of the proposed amendments to the Use and Care of Roads By-law a list of terrestrial plants prohibited from planting in right-of-ways, compiled from the Invasive Species Act, 2015, S.O. 2015, the

Weed Control Act, R.S.O. 1990, c. W.5, and the Auditor General's November 2022 report concerning the management of invasive species, in addition to the other proposed restrictions in the By-law; and

BE IT FURTHER RESOLVED that staff be directed to update the list from time to time as required; and

BE IT FURTHER RESOLVED that staff be directed to share this list with local nurseries and retail locations

Carried

Motion No. TRC 2023-06-04

Moved by L. Johnson

WHEREAS many residential streets in the outer urban area have no sidewalks or raised curbs; AND

WHEREAS the City of Ottawa has allowed any gravel shoulders to be taken over by grass; AND

WHEREAS residents have built and installed little free libraries close to the edge of the road throughout College Ward; AND

WHEREAS these little free libraries have not caused any problems for residents, for snow clearing operations, parking, or other municipal services; AND

WHEREAS putting a little free library more than half a metre from the edge of the road makes them inaccessible, particularly in winter, and defeats their purpose;

THEREFORE BE IT RESOLVED THAT the report be amended to read, "No free library box may be installed within half (0.5) metre of a roadway."

For (7): J. Bradley, S. Desroches, S. Devine, G. Gower, L. Johnson, W. Lo, and A. Troster

Against (4): T. Tierney, C. Kitts, G. Darouze, and M. Luloff

Carried (7 to 4)

8. Public Works Department

8.1 Temporary Traffic Calming Measures Program Update

File No. ACS2023-PWD-TRF-0005- Citywide

Report recommendation

That the Transportation Committee receive this report for information.

Received

8.2 Delegated Authority for the Installation of All-Way Stop Controls Associated to In-Service Road Safety Reviews and Installation of an All-Way Stop Control at 8th Line Road and Parkway Road

File No. ACS2023-PWD-TRF-0006 - Citywide

Report recommendation

That Transportation Committee recommend that Council approve:

- 1. The General Manager, Public Works Department, and the Director, Traffic Services be delegated the authority to install unwarranted All-Way-Stop-Controls within the conditions outlined in this report;**
- 2. The use of Delegation of Authority be reported annually to the Transportation Committee by the Public Works Department; and,**
- 3. The installation of an All-Way Stop Control at the intersection of 8th Line Road and Parkway Road, as described in this report.**

Carried

8.3 Parking Services 2022 Annual Report

File No. ACS2023-PWD-RPS-0001 - Citywide

Report recommendation

That the Transportation Committee recommend that Council:

1. Receive the Parking Services 2022 Annual Report

Carried

9. Councillors' Items

9.1 Councillor G. Darouze Permanent All-Way Stop Control at Intersection of Shauna Crescent, Evening Shadow Avenue, and Ashley Cardill Lane

File No. ACS2023-OCC-CCS-0075- Osgoode

Councillor S. Devine dissented on this recommendation.

Report recommendation

That Transportation Committee recommend that Council approve the installation of a permanent all-way stop control at the intersection of Shauna Crescent, Evening Shadow Avenue, and Ashley Cardill Lane.

Carried

9.2 Councillor G. Darouze Permanent All-Way Stop Control at Intersection of Parkway Road and Blackcreek Road

File no: ACS2023-OCC-CCS-0076- Osgoode

Councillor S. Devine dissented on this recommendation.

Report recommendation

That Transportation Committee recommend that Council approve the installation of a permanent all-way stop control at the intersection of Parkway Road and Blackcreek Road.

Carried

9.3 Councillor G. Darouze All Way Protected/Permitted Left-Turn Signals at Intersection of Bank and Mitch Owens

File No. ACS2023-OCC-CCS-0084 - Osgoode

Report Recommendation

That Transportation Committee recommend that Council approve the installation of protected/permitted left turn phasing (advance left-turn

arrow) in all directions at the intersection of Bank Street and Mitch Owens Road.

Withdrawn

9.4 Councillor R. Brockington On-Street Parking Removal in Hunt Club

File No. ACS2023-OCC-CCS-0080- River

Report recommendation

That the Transportation Committee recommend that Council approve the provision of on-street parking be removed due to safety issues on a small portion of three streets: Paul Anka Drive, Pigeon Terrace and Uplands Drive

Carried

9.5 Councillor R. Brockington Community Safety Zones in River Ward

File No. ACS2023-OCC-CCS-0088 - River

Report Recommendation

That the Transportation Committee recommend that Council approve the designation of a Community Safety Zone on Merivale Road (Carling to Kirkwood) and Walkley Road (Airport Parkway to Otterson/Springland) as further described in this report.

Carried

9.6 Councillor S. Menard Bike Share Program Recommendation and Direction

File No. ACS2023-OCC-CCS-0085 - City Wide

Report recommendations

That Transportation Committee recommend that City Council endorses the development of a bike share program this term of council, and that City Council direct staff to:

- a. **Update the information on bike sharing that was reported in 2021 as part of the Public Bike Parking Strategy; and**
- b. **Incorporate the relevant findings of current studies being carried out by Envirocentre/Ottawa Climate Action Fund and**

by Transportation Association Canada on shared micromobility services; and
c. Report back to Transportation Committee in 2025, with recommendations on an appropriate bike share model that would serve the needs of the City

Carried

10. In Camera Items
11. Information Previously Distributed
 - 11.1 Highway 416 at Barnsdale Road Interchange, Preliminary Design and MTO Class Environmental Assessment Study
 File No. ACS2023-PRE-TP-0006 Rideau-Jock and Barrhaven-West
 File No. ACS2023-PRE-TP-0006 City-Wide
12. Notices of Motions (For Consideration at Subsequent Meeting)
 - 12.1 Councillor Lo - Decommissioning the Strandherd/Crestway bus-only left turning lane
13. Inquiries
 - 13.1 TRC-2023-05- Queen Elizabeth Driveway Closure – Traffic Volumes and Impacts
 Submitted by Councillor T. Tierney
 Queen Elizabeth Driveway is a critical link within the City’s transportation network, spanning from Laurier Avenue to Preston Street. The Driveway connects Ottawa’s downtown core with nearby residential neighborhood, and it is also host to morning and afternoon commuters, due to the connection to Prince of Wales Drive and communities to the south of the city. Over the summer of 2022, from Canada Day to Labour Day, the National Capital Commission closed, 24 hours a day, 7 days a week, the Queen Elizabeth Driveway north of Fifth Avenue to regular traffic in favor of active-transportation.
 Historically, there are approximately 10,000 vehicles that travel on Queen Elizabeth Driveway in the area of Fifth Avenue. With the closure in place, these motorists had to find alternate routes to complete their travels. Once again in 2023, the National Capital Commission plans to close the Queen Elizabeth Driveway north of Fifth Avenue 7 days a week from 8 am

to 8pm from Canada Day to Labour Day.

As a result of the closure, the City of Ottawa collected traffic volumes pre and post closure in 2022.

Can staff prepare a response for the September's Transportation Committee meeting that provides information on the traffic, pedestrian and cycling volumes with the closure in place and also provides details on the impacts the closure had on adjacent residential communities south of Pretoria Bridge and to Emergency Services?

13.2 TRC-2023-06- Queen Elizabeth Driveway – Legal and Operational Impacts

Submitted by Councillor S. Desroches

Does the National Capital Commission's unilateral decision to change the transportation status of Queen Elizabeth Drive impact the City of Ottawa's legal obligation to winter maintain the federal roadway in perpetuity as is the current pre-amalgamation legal agreement?

Can city staff further advise what, if any, legal or operational impacts, the NCC's decision may have on the City of Ottawa. This examination would include how such a move may affect the City's existing legal obligation to maintain this Federal roadway and associated assets in perpetuity in accordance with the pre-amalgamation agreement to do so?"

13.3 TRC-2023-07- All-way stop controls and Pedestrian Crossovers - AODA requirements

Submitted by Councillor G. Gower

Council has approved a warranting process for the installation of All-Way Stop Controls (AWSC) in addition to a screening and selection process for the implementation of Pedestrian Crossovers (PXO). Prior to proceeding with the installation of AWSC or PXOs, what are considerations related to pedestrian accessibility and to requirements of the Accessibility for Ontarians with Disabilities Act, 2005 (AODA)? How does meeting AODA requirements impact the existing Council-approved policies?

13.4 TRC-2023-08- Truck Routes

Submitted by Councillor D. Brown

Many of the fastest growing communities in Ottawa are in villages in the rural areas of the City. Moreover, many large warehouses and other businesses have begun operating in the south end of the City. This growth

has led to increased commercial vehicle activity, particularly in the form of large transport trucks. Despite the significant degree of change in use patterns, these trucks navigate on designated routes which have not been comprehensively reviewed in many years.

Indeed, the last time in which comprehensive work was done to assess the City's truck route network was in 2005. However, even this process was not a full truck route review; instead, it was a process of harmonization following amalgamation. This means that the amalgamated City of Ottawa has, in effect, never had a comprehensive truck route review.

This has led to serious challenges for many communities. Truck traffic has been routinely identified by residents as a major impediment to community wellbeing in Ottawa's rural villages; this is perhaps especially true in Manotick. When excessive numbers of large vehicles transit local streets, there are major impacts related to business development, climate change, health, equity, and other concerns of high importance to the City that merit regular study. Moreover, truck traffic in rural villages was identified many times as part of 'As We Heard It' reports that staff produced in support of the updated Transportation Master Plan.

The major and acute issue in the City's south end is a limited number of bridge crossings over the Rideau River. This has led to a significant and disproportionate increase in truck traffic pressures on very specific roads at and around bridges.

Policy 10 of the TMP Master Plan discusses the City's approach to conducting a truck route network review. The direction which Council has approved is that the City's truck route network will be updated following "the implementation of solutions to address interprovincial truck traffic in the downtown." However, this does not account for the increase in truck traffic in the south end of the City, nor does it account for the increased traffic's impacts on residents in those communities.

With that information in mind, can staff provide their advice as to the following questions:

1. What measures would be necessary to remove Manotick Main Street between Bankfield and Century and Bridge Street between Manotick Main Street and River Road from the City's Truck Route Network?
2. What would be the costs, staffing requirements, timelines, benefits, and drawbacks associated with conducting a comprehensive review of the City's Truck Route Network prior to the implementation of solutions to address interprovincial truck traffic?
3. By way of comparison, what would be the costs, staffing requirements,

timelines, benefits and drawbacks associated with conducting a limited review of truck routes in the City's south end with a focus on where the truck routes interact with bridges across the Rideau River?

14. Other Business

14.1 Motion -A. Troster - Cycling Safety Gladstone Avenue

Moved by A. Troster

That the following item be added to the agenda for the June 22, 2023 meeting of Transportation Committee pursuant to Subsection 89(3) of the Procedure By-law so that staff may initiate their review as soon as possible

WHEREAS a resident was seriously injured while cycling on Gladstone Avenue on Friday June 16, 2023; and,

WHEREAS Gladstone Avenue is classified as a major collector road used by residents walking, cycling, driving and taking transit, as well being a designated truck route and Suggested Route in the City's cycling network with a high volume of existing cyclists; and,

WHEREAS the Vision of the City of Ottawa's 2020-2024 Road Safety Action Plan is for a comprehensive and proactive strategy for making Ottawa roads safe for all users, and vulnerable road users (pedestrians, motorcyclists and cyclists) are identified as a key emphasis; and,

WHEREAS significant intensification is expected in this area and the TMP emphasizes the need to accommodate future travel demand through sustainable and space-efficient modes of transportation; and,

WHEREAS Council approved a feasibility study of adding cycling facilities on Gladstone Ave from Percy St to Corso Italia Station as part of the 2023 Transportation Master Plan (TMP) Update Part 1; and,

WHEREAS a dedicated continuous cycling facility cannot be readily accommodated within the Gladstone Avenue right-of-way without roadway modifications and an understanding of the impacts to other users of the road corridor; and,

WHEREAS TMP Policy 7-1 and 9-10 emphasizes the importance of improving safety and comfort for vulnerable users relative to existing

conditions, including incremental improvements and lower-cost solutions that provide dedicated space for vulnerable users;

THEREFORE, BE IT RESOLVED that staff be directed to begin the feasibility study project from Percy St to Corso Italia Station and report back to Transportation Committee as soon as is practicable but no later than Q3/Q4 2024 with options to implement cycling facilities along Gladstone Avenue taking into consideration elements such as, but not limited to, safety considerations for all road users, accessibility considerations, traffic signal operations, transit operations, and motor vehicle parking;

AND BE IT FURTHER RESOLVED that staff review the impacts of removing Gladstone Avenue between Preston Street and Bronson Avenue from the designated truck route network;

AND BE IT FURTHER RESOLVED that staff review short term options to improve cycling safety at the Gladstone Avenue and Rochester Avenue intersection including but not limited to signal timing, signage and/or pavement marking changes, and implement enhancements as soon as practicable.

Carried

15. Adjournment

Next Meeting

August 24, 2023.

The meeting adjourned at 1:24 pm.

R. Ramos, Committee Coordinator

Councillor T. Tierney, Chair