

**Subject: Potential Implications of Bill 60 on Cycling Projects and
Recommendations for the 2026 Capital Budget**

File Number: ACS2025-PDB-TP-0021

**Report to Public Works and Infrastructure Committee on 27 November 2025
and Council 10 December 2025**

**Submitted on November 24, 2025 by Jennifer Armstrong, Acting Director,
Transportation Planning, Planning, Development, and Building Services
Department**

**Contact Person: Kalle Hakala, Acting Program Manager, Active Transportation
Planning**

613-580-2424 ext. 16228, Kalle.Hakala@ottawa.ca

Ward: Citywide

**Objet : Possibles répercussions du projet de loi 60 sur les projets cyclables
et recommandations pour le budget des immobilisations de 2026**

Dossier : ACS2025-PDB-TP-0021

**Rapport au Comité des travaux publics et de l'infrastructure le 27 novembre 2025
et au Conseil le 10 décembre 2025**

**Soumis le 24 novembre 2025 par Jennifer Armstrong, Directrice par intérim,
Planification des transports, Direction générale des services de la planification,
de l'aménagement et du bâtiment**

**Personne ressource : Kalle Hakala, Gestionnaire de programme par intérim,
Direction de la planification du transport actif**

613-580-2424 poste 16228, Kalle.Hakala@ottawa.ca

Quartier : À l'échelle de la ville

REPORT RECOMMENDATION(S)

That the Public Works and Infrastructure Committee recommend Council:

- 1. Direct staff to preserve funding in the Cycling Facilities Program and Mainstreet Mobility Improvement Program accounts for projects that are unable to move forward in 2026 as a result of Bill 60, should it be enacted, and to report back to Public Works and Infrastructure Committee in early Q2 2026 with recommendations on how to reallocate the funding to other transportation initiatives, as identified in the Transportation Master Plan Active Transportation list; and**
- 2. Direct staff to report back to the Public Works and Infrastructure Committee as part of the same report on the broader implications of Bill 60 on the Transportation Master Plan, including recommended changes to the cycling project priorities, once a more fulsome assessment has been completed.**

RECOMMANDATION(S) DU RAPPORT

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil municipal ce qui suit :

- 1. Demander au personnel de préserver le financement dans les comptes du programme des installations cyclables et du programme des améliorations à apporter aux rues principales pour les projets qui ne peuvent pas aller de l'avant en 2026 en raison du projet de loi 60, s'il vient à être adopté, et en rendre compte au Comité de l'infrastructure et des travaux publics au début du deuxième trimestre de 2026, en faisant des recommandations sur la façon de réaffecter le financement à d'autres initiatives de transport indiquées dans la liste des projets de transport actif du Plan directeur des transports;**
- 2. Demander au personnel de rendre compte au Comité de l'infrastructure et des travaux publics, dans le cadre du même rapport, des répercussions à plus grande échelle du projet de loi 60 sur le Plan directeur des transports, incluant les changements recommandés aux priorités des projets cyclables, une fois qu'une évaluation plus complète aura été faite.**

EXECUTIVE SUMMARY

This report provides an assessment of the potential impacts to on-going and planned transportation infrastructure projects in the City of Ottawa resulting from Bill 60.

Bill 60, the *Fighting Delays, Building Faster Act* was announced by the province on October 23, 2025. The bill is an omnibus piece of legislation that introduced wide-ranging changes to several provincial statutes with implications for the City of Ottawa. This report focuses on Schedule 5 of Bill 60, which amends the *Highway Traffic Act* to prohibit municipalities, “*except as permitted by regulation*”, from reducing the “*number of marked lanes available for travel by motor vehicles*” for a “*bicycle lane*” or “*any other prescribed purpose*”. Any project with a signed construction contract at the time the legislation is enacted is exempt from the prohibition.

This report presents staff’s current understanding of the potential implications of Bill 60 based on an initial, high-level assessment of current and planned projects to inform discussions on the 2026 capital budget. However, more work is required to fully assess the impacts on individual projects.

Overall, Bill 60 is expected to create challenges for many projects identified in the Transportation Master Plan and Road Safety Action Plan, as well as roadway designs for integrated road renewal projects. These projects have been planned based on input from residents, businesses, and Councillors. Many projects have been through multiple stages of design, including detailed traffic analysis to ensure that acceptable vehicular levels of service can be maintained. And, like other City transportation infrastructure projects, they were expected to improve safety, connectivity and mobility in line with Council’s strategic priorities.

As a result of Bill 60, some projects, or project components, will not be able to move forward. Other projects will require design changes, increasing design costs. These projects may also be more expensive to implement, for example, as a result of additional property acquisition, scope changes, and schedule delays.

There are over 70 cycling projects in the Transportation Master Plan that comply with Bill 60. However, it is anticipated that certain projects identified in the 2026 budget for the Cycling Facilities Program and Mainstreet Mobility Improvement Program will no longer be able to move forward under the new legislation. Staff are recommending that the funding for these projects be retained for other active transportation initiatives and will report back to the Public Works and Infrastructure Committee in early Q2 2026 with recommendations for how the funds could be reallocated. As part of the same report,

staff will report back to the Public Works and Infrastructure Committee on the broader implications of Bill 60 on the Transportation Master Plan, including recommended changes to the cycling project priorities, once a more fulsome assessment has been completed.

Despite the challenges associated with Bill 60, staff remain committed to implementing transportation infrastructure projects that expand Ottawa's cycling network, support the City's mobility objectives, and respect provincial legislation. A variety of approaches will be used, as applicable, to mitigate the impacts of Bill 60. These include: revising project designs; pausing or deferring noncompliant projects; and reallocating funding to projects that respect provincial legislation. Further work will be required in the coming months to more fully understand the implications for individual projects and to develop project-specific mitigation plans. Any changes will be communicated and dealt with as part of the standard design process.

RÉSUMÉ

Le présent rapport vise à évaluer les possibles répercussions du projet de loi 60 sur les projets d'infrastructure de transport en cours et prévus de la Ville d'Ottawa.

Le projet de loi 60, la *Loi de 2025 visant à lutter contre les retards et à construire plus rapidement*, a été annoncé par la province le 23 octobre 2025. Ce projet de loi omnibus modifiera plusieurs lois provinciales sur de nombreux plans, ce qui aura des répercussions pour la Ville d'Ottawa. Le présent rapport met l'accent sur l'annexe 5 du projet de loi 60, qui modifie le *Code de la route* pour empêcher les municipalités, « *sauf lorsque permis par la réglementation* », de réduire le « *nombre de voies balisées qui peuvent être empruntées par des véhicules automobiles* » pour les transformer en « *bandes cyclables* » ou pour « *tout autre objectif réglementaire* ». Tout projet assorti d'un contrat de construction signé au moment où la loi entrera en vigueur est exempté de cette interdiction.

Le présent rapport repose sur la compréhension des possibles répercussions du projet de loi 60 du personnel à la suite d'une première évaluation globale des projets en cours et prévus qui a été réalisée pour éclairer les discussions sur le budget des immobilisations de 2026. Il faudra cependant déployer d'autres efforts pour évaluer pleinement les répercussions sur les projets individuels.

Dans l'ensemble, on s'attend à ce que le projet de loi 60 crée des difficultés pour de nombreux projets mentionnés dans le Plan directeur des transports et le Plan d'action en matière de sécurité routière, ainsi que pour la conception des routes dans le cadre

des projets intégrés de réfection de la chaussée. Ces projets ont été planifiés en fonction des commentaires des résidents, des entreprises et des conseillers municipaux. Beaucoup de projets sont passés par plusieurs étapes de conception, y compris une analyse détaillée de la circulation pour veiller à ce qu'il soit possible de maintenir des niveaux de service acceptables pour les automobilistes. Et, comme c'est le cas des autres projets d'infrastructures de transport de la Ville, on s'attendait à ce que ceux-ci améliorent la sécurité, la connectivité et la mobilité, conformément aux priorités stratégiques du Conseil municipal.

En raison du projet de loi 60, il y a des projets, ou composantes de projets, qui ne pourront pas aller de l'avant. D'autres projets devront être modifiés, ce qui augmentera les coûts de conception. Ces projets pourraient coûter plus cher à mettre en œuvre, par exemple à la suite de l'acquisition de propriétés supplémentaires, de changements de portée et de retards par rapport au calendrier.

Le Plan directeur des transports comporte plus de 70 projets cyclables qui sont conformes au projet de loi 60. Toutefois, on s'attend à ce que certains projets identifiés dans le budget de 2026 pour le programme des installations cyclables et le programme des améliorations à apporter aux rues principales ne puissent plus aller de l'avant dans le cadre de la nouvelle loi. Le personnel recommande que le financement prévu pour ces projets soit réservé à d'autres initiatives de transport actif et il rendra compte au Comité de l'infrastructure et des travaux publics, au début du deuxième trimestre de 2026, de la façon dont les fonds pourraient être réaffectés. Dans le cadre du même rapport, le personnel rendra compte au Comité de l'infrastructure et des travaux publics des répercussions à plus grande échelle du projet de loi 60 sur le Plan directeur des transports, notamment les recommandations de changements à apporter à l'ordre de priorité des projets cyclables, une fois qu'une évaluation plus complète aura été faite.

Malgré les défis associés au projet de loi 60, le personnel reste déterminé à mettre en œuvre les projets d'infrastructures de transport qui visent à étendre le réseau cyclable d'Ottawa, à soutenir les objectifs de mobilité de la Ville et à respecter les lois provinciales. Diverses approches seront adoptées, selon le cas, pour atténuer les répercussions du projet de loi 60, notamment la révision de la conception des projets, l'interruption ou le report des projets non conformes, ainsi que la réaffectation du financement aux projets qui respectent les lois provinciales. D'autres efforts devront être déployés au cours des prochains mois afin de mieux comprendre les répercussions que cela aura sur les projets individuels et de mettre au point des plans d'atténuation pour certains projets. Les éventuels changements seront communiqués et traités dans le cadre du processus de conception habituel.

BACKGROUND

Bill 60, the *Fighting Delays, Building Faster Act* was announced by the province on October 23, 2025. The bill is an omnibus piece of legislation that introduced wide-ranging changes to several provincial statutes with implications for the City of Ottawa. This report focuses on Schedule 5 of Bill 60, which amends the *Highway Traffic Act* to prohibit municipalities, “*except as permitted by regulation*”, from reducing the “*number of marked lanes available for travel by motor vehicles*” for a “*bicycle lane*” or “*any other prescribed purpose*”. Any project with a signed construction contract at the time the legislation is enacted is exempt from the prohibition.

The *Highway Traffic Act* includes the following definitions:

1. “*motor vehicle*” includes an automobile, a motorcycle, a motor assisted bicycle unless otherwise indicated in this Act, and any other vehicle propelled or driven otherwise than by muscular power, but does not include a street car or other motor vehicle running only upon rails, a power-assisted bicycle, a motorized snow vehicle, a traction engine, a farm tractor, a self-propelled implement of husbandry or a road-building machine.
2. “*bicycle lane*” includes any portion of a highway, the use of which is wholly or partially restricted or dedicated to bicycles.

Based on the above definitions, it is staff’s interpretation that “marked lanes available for travel by motor vehicles” include regular traffic lanes, as well as reserved bus lanes and bike lanes which allow motor assisted bicycles. Staff further interpret a “*bicycle lane*” to include cycle tracks, multi-use pathways, shared sidewalks, and reserved bus lanes which are signed to allow bicycles.

Staff have had limited time to review the details of the various projects impacted by the legislation, and further work will be required to more fully understand the implications for individual projects.

DISCUSSION

Interpretation of Bill 60

The discussion below reflects staff's current interpretation of Bill 60 given the information at hand. However, in the absence of case law, interpretation of new legislation is difficult, and uncertainty persists until court rulings provide a definitive interpretation for specific applications that may arise.

The new legislation also refers to and relies on future regulations. These regulations could define "exceptions", where lane reduction would be allowed for bicycle lanes, or "other prescribed purposes", for which lane reduction would be prohibited. At this time, staff do not have any information as to which other prescribed purposes would further constrain City authority, or what exceptions would grant the City more flexibility.

Subject to the above disclaimers, and considering the definitions in the *Highway Traffic Act*, staff have identified the following potential implications of Bill 60 with regards to cycling infrastructure:

1. Under Bill 60, the City is prohibited from reducing the number of lanes available to "motor vehicles" for the purpose of installing "bicycle lanes". As a result, the implementation of any cycling facility – whether a cycle track, multi-use pathway, or bike lane – that reduces the number of traffic lanes would no longer be permitted. Based on the definition of a motor vehicle, the legislation also prohibits the conversion of dedicated bus lanes to cycling infrastructure, such as the planned conversion of the bus lanes on Albert and Slater Streets.

The legislation also appears to prohibit localized changes at intersections, such as the removal of a turning lane, right-turn channelization, or acceleration lane. However, this requires clarification and may depend on whether such lanes are considered to be primarily used for "travel" (which is not defined in the *Highway Traffic Act*), or if their role is primarily to support turning movements and access. It is also unclear whether a reduction in motor vehicle lanes is permitted on segments where cycling facilities are being modified, e.g., conversion from a multi-use pathway to a sidewalk and a cycle track.

2. Based on the legislation, the City is not prohibited from removing parking lanes for the purpose of installing bicycle facilities. However, there are some locations where parking is allowed 24/7, but the lane is also marked for vehicle travel. It is staff's view that such lanes are not subject to the proposed legislation since any

parked vehicles will essentially block the lane from being used for travel; however, this interpretation has not been confirmed.

3. In the absence of regulations that state otherwise, the City is not prohibited from reducing the number of general traffic lanes for other purposes, such as to implement reserved bus lanes, pedestrian facilities, or trees/boulevards. Similarly, the City is not prohibited from reconfiguring or removing auxiliary lanes at intersections for purposes such as safety improvements. However, future regulations could impose additional restrictions.

Based on the above interpretation, Bill 60 will have a significant impact on the City's ability to build out the cycling network. It will create challenges for many projects identified in the Transportation Master Plan, the Road Safety Action Plan, and other transportation-related capital programs. Some projects will not be able to move forward – especially in the downtown core and inner urban area where space is highly constrained. Others will require redesign requiring additional funding, with higher construction costs expected. Many roadway designs for integrated road renewal projects will also be affected; schedule and design implications for these projects remains to be determined.

Unlike Bill 212, which required provincial approval for cycling projects that remove vehicle lanes based on traffic impacts, Bill 60 prohibits these projects entirely, regardless of traffic impacts. Further, the restrictions in Bill 212 relied on regulations to be published outlining which municipalities and projects would be affected, whereas the restrictions in Bill 60 apply to all municipalities and projects unless regulations are published which define exceptions.

Context and Challenges

In the last fifteen years, Ottawa has made significant progress delivering a city-wide, connected cycling network. Linked to these efforts, cycling is on the rise in Ottawa, with rapid growth in cycling trips. From 2011 to 2022, the citywide cycling mode share more than doubled, from two per cent to four per cent of daily trips. The dense, urban areas of the city also feature the highest cycling rates; as of 2022, residents of the downtown core and inner urban transects made almost eight per cent of their daily trips by bike. A high proportion of these trips make use of high-quality cycling facilities on streets such as Laurier Avenue, Mackenzie Avenue, O'Connor Street, Main Street, Rideau Street, McArthur Avenue and Bank Street – all of which were only possible by removing vehicle lanes.

As of November 2025, the City of Ottawa has numerous projects in the design phase that involve removing segments of vehicle lanes and adding cycling facilities in their place. As part of project planning, staff conducted detailed traffic analysis – including assessment of each signalized intersection along the corridor – to ensure that acceptable vehicular levels of service would be provided after lane removal. Project planning has also included extensive consultation with residents, businesses and Councillors, as well as input from staff in numerous departments. These projects have progressed through multiple stages of study and detailed engineering to balance safety, cost, and operational performance. Several of these projects are now at or near construction readiness for implementation in 2026. As a direct result of Bill 60, any project that has not yet been awarded for construction will have to be paused and re-evaluated. This will result in significant sunk costs of time and resources, disrupt carefully sequenced capital programs, under-deliver on community commitments, and delay the delivery of infrastructure that Council has already approved through long-term plans and budgets.

This provincial legislation removes a key tool used by the City to expand its cycling network through cost-effective retrofit projects that reallocate under-used travel lanes where traffic impacts are well understood and mitigated. Without this option, future cycling projects would generally require full roadway reconstruction to provide additional width, significantly increasing cost, complexity, timelines, and disruption during construction. In many constrained corridors, full reconstruction could also introduce new impacts related to property acquisition, utilities, grading, drainage, and existing trees, and could limit opportunities to plant new trees or advance the City's urban canopy and climate-resilience goals. The legislation will make cycling infrastructure more expensive and slower to deliver, reduce flexibility to adapt designs to neighbourhood context, and remove a proven means of achieving traffic calming, urban design, and road-safety objectives.

Overall, impacts associated with Bill 60 are expected to include:

- Increased costs to deliver certain transportation infrastructure projects (including road, transit and active transportation projects, as well as road safety and integrated renewal projects), however additional funding may become available if some projects impacted by Bill 60 are scaled back or deferred;
- Delays to a significant number of projects which have been designed or are currently in the design stage;

- Inability to implement bicycle facilities on certain corridors due to space constraints;
- Inability to implement bicycle facilities on corridors where constraints such as hydro poles, retaining walls, and bridge structures would make this cost-prohibitive; and
- Less flexibility to implement cycling safety improvement measures at existing locations.

Transportation Planning Capital Projects in the 2026 Budget

There are several projects in the 2026 capital budget which are not expected to proceed should Bill 60 be enacted in its current form. These projects include the following:

Mainstreet Mobility Improvements Program (911919) – St-Joseph Boulevard from Jeanne-d’Arc Boulevard to Belcourt Boulevard was recommended for design funding in 2026. However, the functional design for this project includes the removal of vehicle lanes. It is therefore recommended that the design assignment for this project be put on hold and the \$1.55M of design funding be reallocated to another project in this program that is not impacted by Bill 60. Note that the Mainstreet Mobility Improvement Program receives 49 per cent funding from Development Charges.

Cycling Facilities Program (911240) –Two projects included in the 2026 capital budget that would receive funding through the Cycling Facilities Program will be unable to proceed as planned due to Bill 60, if enacted. As a result, it is recommended that any unused funding for the cycling component of these projects (approximately \$11.2M) be reallocated to other active transportation initiatives. Note that an additional estimated \$1.7M has already been spent on these projects and cannot be reallocated. The Cycling Facilities Program receives 49 per cent funding from Development Charges.

- O'Connor Street Phase 2 Cycling (Laurier Avenue to Wellington Street)
 - This project involves extending the existing O'Connor Bikeway north to improve cycling connectivity between Laurier Avenue and Wellington Street. The work includes the removal of one general-purpose traffic lane along sections of the corridor to accommodate the new cycling facilities.
 - The project scope has also been expanded to include underground watermain rehabilitation and sidewalk reconstruction.
 - The project design is complete. Under Bill 60, the cycling facilities cannot proceed as they require the removal of a vehicle lane. The sidewalk renewal

and underground works were brought forward to take advantage of coordination opportunities and can be deferred.

- Total Cycling Facilities funding to be reallocated: \$5.1M (\$4.9M from previous budgets, plus \$1M identified in the 2026 budget, minus funds spent to date)
- Albert and Slater Streets Improvement Project
 - This project involves targeted street modifications to reallocate space in the right-of-way to better accommodate walking, cycling, buses and traffic when the existing bus lanes are decommissioned. There is also a watermain component to the project.
 - This project is in detail design, with construction planned to start in 2026. It is anticipated that the watermain component would proceed as planned, without cycling facilities. Potential surface improvements will be assessed based on overlap with underground impacts, with the opportunity to request additional funding for this purpose in future budgets.
 - Total Cycling Facilities funding to be reallocated: \$6.1M (\$5M from previous budgets, plus \$2M identified in the 2026 budget, minus funds spent to date)

With the cycling components of the above projects unable to move forward under Bill 60, it is recommended that the funding within the Cycling Facilities Program be reallocated to other active transportation initiatives within the Transportation Master Plan. Staff will report back to the Public Works and Infrastructure Committee in early Q2 2026 with recommendations for how this funding could be used. In developing these recommendations, the following criteria will be considered:

- Priority within the TMP;
- Design status and tender-readiness;
- Compliance with Bill 60; and
- Funding status.

Staff Approaches to Mitigating Impacts of Bill 60 on Existing Projects

Despite the challenges associated with Bill 60, staff remain committed to implementing transportation infrastructure projects that expand Ottawa's cycling network, support the City's mobility objectives, and respect provincial legislation. A variety of approaches with staff delegated authority will be used, as applicable, to mitigate the impacts of Bill 60 on projects that are already in the planning or design phase. These include: revising project designs; pausing or deferring noncompliant projects; and reallocating funding to projects that respect provincial legislation. An overview of these approaches is presented below.

- *Adjust project designs to add cycling facilities while respecting provincial legislation.* In some cases, a revised design that includes cycling facilities will be feasible to implement within the available project budget. For other projects, costs will increase to exceed available budgets (e.g. additional design expenses, additional property costs, additional construction scope). These additional funding needs will be brought forward as part of future budget requests.
- *Defer projects and advance other projects instead.* In some programs, such as the Cycling Facilities Program and Active Transportation Major Structures Program, there are many different projects that can be implemented to advance the program objectives. Some of these projects comply with Bill 60, while others do not. Within these programs, the Bill 60-compliant projects can be advanced first. Projects that are not compliant may be paused and funding redirected to other projects. These projects will be re-evaluated as part of the next TMP update, considering the in-force legislation and the feasibility of modifying and/or advancing them.
- *Forego opportunities to add cycling facilities.* In some cases, projects driven by underground rehabilitation work cannot be deferred, and project designs cannot be adjusted to respect Bill 60 without compromising project objectives. This is expected to be the case for several Integrated Road Renewals where underground infrastructure needs to be replaced or upgraded immediately, and the constrained urban contexts make it impossible to add cycling facilities without removing segments of vehicle lanes. For these projects, roadway designs will need to be revised to respect provincial legislation. While dedicated cycling facilities may not be feasible to implement, these projects will still seek to advance the City's objectives for multi-modal mobility and complete streets.

Next Steps

Ongoing projects from several different service areas and programs will be affected by this legislation, including Integrated Renewal, Neighbourhood Traffic Calming, Road Safety, Network Modifications, Intersection Control Measures, and road and transit projects from the Transportation Master Plan. In the coming months, staff will continue to assess project-specific implications, develop project-specific mitigation plans, and bring forward additional adjustments to capital budgets as needed.

Of the Active Transportation projects in the Transportation Master Plan, there are over 70 cycling projects that comply with Bill 60. Once more details are known, staff will

review the project priorities in the TMP in light of Bill 60. It is expected that some cycling projects identified in “Phase 1” will move to the “Later Phase”, while some projects in the “Later Phase” will move forward. In early Q2 2026, staff will bring forward a formal update to the list of Active Transportation projects that are recommended for implementation in Phase 1. As part of the next TMP update – anticipated within the next 5 years – staff will undertake a comprehensive review of the Active Transportation project list, including public engagement.

FINANCIAL IMPLICATIONS

As detailed in the report, several projects within the 2026 capital budget will be impacted. There is no change in the 2026 Budget ask, recommendations for how this funding will be reallocated will come in a future report. There is an estimated \$1.7 million in potential sunk costs due to these specific deferred cycling projects.

If Bill 60 were to be enacted, there would be numerous projects that are no longer feasible or require additional redesign. This redesign would result in increased costs that cannot be accurately estimated at this time.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations as outlined in this report. Legal Services will continue to monitor Bill 60 as it passes through the Ontario Legislature to become law and any related developments including any accompanying Regulations that are passed.

COMMENTS BY THE WARD COUNCILLOR(S)

Not applicable, as this is a city-wide report.

ADVISORY COMMITTEE(S) COMMENTS

No consultation with the Accessibility Advisory Committee has been carried out for this report. As individual projects move forward, consultation will occur as necessary, should significant changes in project scope be required.

CONSULTATION

No consultation has been carried out for this report. As individual projects move forward, consultation will occur as necessary, should significant changes in project scope be required.

ACCESSIBILITY IMPACTS

All projects impacted by the proposed changes resulting from Bill 60 will continue to adhere to the requirements of the *Integrated Accessibility Standards Regulation (IASR)* of the *Accessibility for Ontarians with Disabilities Act, 2005*, (AODA), as well as the City's Accessibility Design Standards.

However, the City of Ottawa understands the impact these legislative changes will have on people with disabilities, as having dedicated separated facilities for both pedestrians and cyclists provides a higher level of safety and accessibility. As such, the removal of the proposed bike lanes in certain applicable projects may increase the instance of cyclists riding on the sidewalk, increasing the chances of conflicts between pedestrians and cyclists.

ASSET MANAGEMENT IMPLICATIONS

With the construction of any new, or reconstruction of existing infrastructure, total life cycle costs include those for the planning, design, construction, operations and maintenance, and disposal of the assets. Incremental costs will be incurred for projects requiring re-design where affected by Bill 60. Total life cycle costs for the transportation network assets will be reflected in future updates of the Long-Range Financial Plan, and Transportation Asset Management Plan.

CLIMATE IMPLICATIONS

Overall, Bill 60 is expected to increase the cost of cycling projects, which may impact the number of projects that can be implemented and the associated climate benefits.

DELEGATION OF AUTHORITY IMPLICATIONS

Changes to roadway modifications will be approved under delegated authority as per Schedule I, Section 40 of the Delegation of Authority By-law No. 2025-69.

ECONOMIC IMPLICATIONS

A number of the impacted projects are located in the downtown or design priority areas. These projects – which may also include pedestrian and public realm amenities – may be delayed or paused indefinitely.

ENVIRONMENTAL IMPLICATIONS

Bill 60 may limit the City's ability to implement projects that support the greening of Ottawa's streets due to greater competition for space within the City's right-of-way.

RISK MANAGEMENT IMPLICATIONS

This report outlines a strategy to address and mitigate the risks to on-going and planned infrastructure projects associated with Bill 60.

RURAL IMPLICATIONS

Bill 60 is expected to impact infrastructure projects in both urban and rural areas.

TERM OF COUNCIL PRIORITIES

Bill 60 may have a negative impact on the City's ability to achieve the following 2023-2026 Term of Council Strategic Priorities: A city that is more connected with reliable, safe and accessible mobility options; a city that it is green and resilient; and, a city with a diversified and prosperous economy.

DISPOSITION

Following approval of this report, staff from the Planning, Development and Building Services Department will action the directions from Council.