

Installation of Safety Enhancements on Bank Street Canal Bridge

Installation d'équipement d'amélioration de la sécurité sur le pont du canal de la rue Bank

Committee Recommendations

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.**

Recommandations du comité

Que le Conseil approuver ce qui suit :

- 1. La conception proposée du pont de la rue Bank, telle que décrite dans le présent rapport;**
- 2. Le transfert d'une somme de 300 000 \$ destinée au projet no 909077, modernisation des installations de la DGLCI grâce à des fonds affectés au projet d'aire de jets d'eau du quartier Capitale et désormais abandonné, vers le projet no 908587, projet de pont du canal et ponceau de la rue Bank;**
- 3. Que ce projet soit admissible à d'éventuels fonds de relance des gouvernements fédéral et provincial pour infrastructure d'appui au transport actif.**

DOCUMENTATION

1. Councillor's report, dated 25 August 2020 (ACS2020-OCC-TRC-0010), as revised by Motion No. TRC 2020-10/2

Rapport du conseiller, daté le 25 août 2020 (ACS2020-OCC-TRC-0010), tel que modifié par la motion no° TRC 2020-10/2

2. Extract of Draft Minutes, Transportation Committee, 2 September 2020.

Extrait de l'ébauche du procès-verbal, Comité des transports, le 2 septembre 2020

Report to
Rapport au:

Transportation Committee
Comité des transports
2 September 2020 / 2 septembre 2020

and Council
et au Conseil
9 September 2020 / 9 septembre 2020

Submitted on August 25, 2020
Soumis le 25 août 2020

Submitted by
Soumis par:
Councillor / Conseiller Shawn Menard

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Ward: CAPITAL (17) / CAPITALE (17)

File Number: ACS2020-OCC-TRC-0010

SUBJECT: Installation of Safety Enhancements on Bank Street Canal Bridge

OBJET: Installation d'équipement d'amélioration de la sécurité sur le pont du canal de la rue Bank

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.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver ce qui suit :

- 1. La conception proposée du pont de la rue Bank, telle que décrite dans le présent rapport;**
- 2. Le transfert d'une somme de 300 000 \$ destinée au projet n° 909077, modernisation des installations de la DGLCI grâce à des fonds affectés au projet d'aire de jets d'eau du quartier Capitale et désormais abandonné, vers le projet n° 908587, projet de pont du canal et ponceau de la rue Bank;**
- 3. Que ce projet soit admissible à d'éventuels fonds de relance des gouvernements fédéral et provincial pour infrastructure d'appui au transport actif.**

BACKGROUND/DISCUSSION

Transportation along Bank Street through Old Ottawa South and the Glebe is a matter of significant concern for residents of Capital Ward, and the Bank Street Canal Bridge has been a serious safety issue for many years. It is a continued source of concern for local communities, as well as other residents of the city travelling to these communities.

Consequently, in December, 2019, Councillor Shawn Menard hosted a public forum to discuss transportation issues along this corridor.

This section of Bank Street is a Traditional Mainstreet. It serves a number of purposes—it is a commercial stretch; it is a residential street; and it is a transit and transportation route.

At the public forum, residents expressed concerns and frustrations—the street did not

meet the needs of residents, and improvements were needed. Among the needed improvements identified was increased safety for vulnerable road users: pedestrians, including those who use a mobility device and bicyclists.

As the Bank Street Canal Bridge has been repeatedly identified as a safety issue for residents, the current maintenance work on the bridge offered an appropriate opportunity to make safety enhancements, and ensure that the design of the bridge considered the needs of all users and stakeholders.

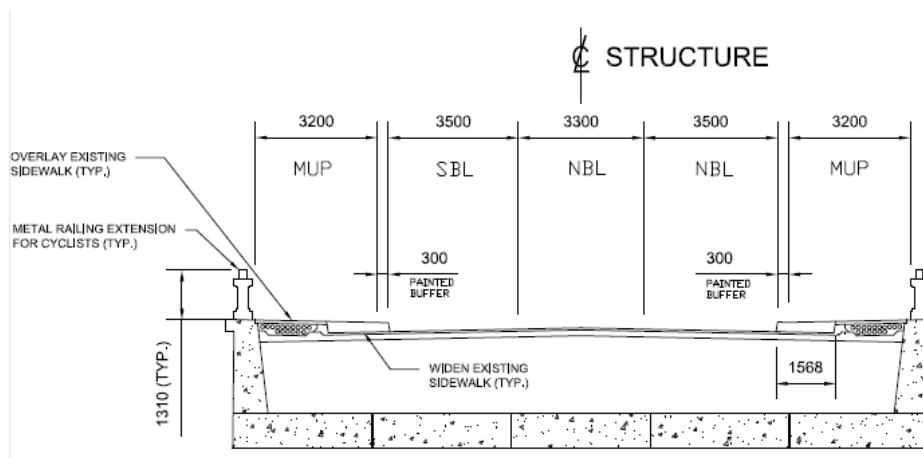
After much collaboration with the councillor's office, city traffic staff presented the councillor with various possible designs for the bridge (including the existing design). They recommended a design composed of three motor vehicle lanes and two Multi-Use Paths.

This design was presented to Councillor Menard, who then shared it with the public, seeking feedback. After much consideration and public consultation, the proposed design was tweaked, narrowing the centre lane to add more space to the MUPs.

Proposed Design & Safety Improvements

The proposed design, as presented by city staff, will see 3.2m-wide Multi-Use Paths (MUPs) along each side of the bridge. These will be constructed by implementing an overlay over the existing sidewalk.

Motor vehicle traffic lanes will be three lanes, two northbound and one southbound. The curb lanes will be 3.5m wide. The centre lane will be 3.3m wide. It was determined that two northbound lanes were required to satisfy the Lansdowne Transportation Plan.



Initial Proposal & Alternate Designs

The initial design recommended by city staff proposed two 3.1m-MUPs and a 3.5m centre lane. This design was presented to residents, along with a report that outlined various other designs that were considered. The rationale for implementing the proposed design—as well as the advantages and disadvantages of the alternate designs—were also included in the report for residents to review.

As consultations were conducted, many residents sought more space for pedestrians and bicyclists—either by having a wider MUP or by implementing separate, protected bicycle lanes.

Unfortunately, separate bicycle facilities could not be implemented, as there was insufficient space for three lanes of motor vehicle traffic and bicycle lanes. As the Lansdowne Transportation Plan (discussed below) required three motor vehicle lanes, separate bicycle lanes could not be implemented.

However, staff were willing to reduce the centre lane to 3.3m—still adhering to city standards—and extend the MUPs to 3.2m, each.

Designs as presented can be found in *Document 1: Bank Street Canal Bridge Improvements—Alternate Design Proposals*.

Pedestrian Impacts

The bridge is an uncomfortable experience for pedestrians, and many residents admit that they often avoid crossing the bridge. The sidewalk on the bridge is 2.0m wide, with a concrete railing on one side and heavy, speeding traffic on the other. In winter, as snow is pushed against the railing, the sidewalk becomes narrower.

As a result, the sidewalk cannot always properly accommodate all users. People using wheelchairs or other mobility aids, or adults pushing strollers or walking small children, do not always have sufficient space to comfortably pass pedestrians going the other direction. With cars, buses and transport trucks speeding over the bridge, the discomfort is heightened. This is particularly the case with bus mirrors in close proximity to pedestrians.

The proposed MUPs will provide extra space for all pedestrians, and allow them to more easily pass one another along the bridge. There is the potential for added conflict, as

they will now have to share the MUP with bicyclists, but as many bicyclists are currently forced to use the sidewalk due to the existing design, the MUPs will add an element of relief, as there will be an extra 1.2m for everyone while also ensuring uni-directional bike traffic moving in the same direction as traffic.

Cycling Impacts

The proposed design seeks to provide added safety for bicyclists. Currently, the design of the bridge offers no infrastructure or safety measures for bicyclists. Bicyclists are forced to choose between riding with heavy traffic—including buses and transport trucks—or ride illegally on the sidewalk. As the Bank Street Canal Bridge is a key connection for bicyclists, the lack of safe bicycling facilities has been an ongoing concern for years.

The proposed design will give bicyclists the option to ride on a widened Multi-Use Path (MUP) that will be shared with pedestrians. The MUP will be elevated, ensuring that it will not be encroached upon by vehicles, as happens with a painted bicycle lane, eliminating the riskiest conflicts that we currently see on the bridge.

The MUP will connect not only with Bank Street, but it will add easier connections to Lansdowne Park, the Bank Street bicycle lane, Wilton Crescent, the Western Canal MUP, Echo Drive and the Sunnyside Branch of the Ottawa Public Library.

The exit of the southbound MUP will have to be carefully implemented, as bicyclists will have to merge with motor vehicle traffic, but as the curb lane on Bank Street south of the bridge is used primarily for parking, this will not be a significant change from the current experience of bicyclists.

To ensure that bicyclists can maximize the utility of the proposed design, some wayfinding signage around Lansdowne Park, Wilton Crescent and the Western Canal MUP should be considered.

Lansdowne Transportation Plan

Currently, the Bank Street Canal Bridge serves as a location for OC Transpo buses to queue during RedBlacks football games and other large events. The proposed design ensures that this aspect of the Lansdowne Transportation Plan will continue. The three-lane design has been recommended by traffic staff because it allows for the northbound

curb lane to be used for queuing while traffic will continue to use the centre lane, just as occurs currently.

Aside from transit, the bridge facilitates pedestrian traffic from south of the canal to Lansdowne Park. The proposed design improves the pedestrian facilities for special events as the 2.0m-wide sidewalk that is currently in place will become a 3.2m-wide MUP. For large events, it may be necessary for bicyclists to take the road or dismount and walk over the bridge in order to accommodate crowds. This would be an improvement for both pedestrians and bicyclists, as pedestrians would have more space than they currently do, and bicyclists would not be stuck in motor-vehicle traffic congestion attempting to cross the bridge.

As these events happen approximately ten times per year, this would not be a significant imposition on bicycle traffic.

To ensure that the Lansdowne Transportation Plan was successful, city council established the Lansdowne Transportation Monitoring Operations Committee (LTMOC) in 2012. The LTMOC was made up of various stakeholders, including the Old Ottawa South Community Association (OSCA) and the Glebe Community Association (GCA). The LTMOC was tasked with monitoring the Lansdowne Transportation Plan, including in context of rehabilitation work on the Bank Street Bridge.

The LTMOC first reported to council in 2014, and immediately identified safety improvements to the bridge as needed.

The GCA called for more aggressive safety measures, stating:

While pleased that the City is experimenting with measures to improve cycling safety over the dangerous Bank Street Bridge (due to the blind spot created by its curvature), we hope that the City is prepared to undertake more aggressive measures should the new “super sharrow” treatment and signage continue to have limited impact, as it has to date. In order to accommodate the increased volume of pedestrians and cyclists travelling to Lansdowne, it may be necessary to reduce the bridge to three lanes (one northbound and two southbound) to allow for wider sidewalks in addition to cycling lanes. Keeping in mind that Bank Street in the core of the city is just a two lane road most of the time (due to parking) and only three lanes during rush hour, this idea is quite feasible.

Similarly, OSCA stated:

We have stressed the need for improved cycling infrastructure linking communities to the south and east of Lansdowne to the stadium, with major improvements to the Bank Street Bridge a pressing priority. Residents within a 10 km radius of Lansdowne need to be able to safely cycle to events at the park.

In its *2015 Report Card*, the LTMOC expressed their support for “initiatives to continue and enhance the safety of cyclists and pedestrians crossing the Bank Street Bridge and nearby intersections”, stating that a “number of concerns pertaining to parking, the use of public transit and pedestrian and cyclist safety along Bank Street Bridge, among others, are identified as on-going and requiring resolution in 2016.”

In this report, both OSCA and the GCA re-affirmed their support for enhanced safety measures on the bridge, with the GCA once again calling for a three-lane solution.

The current proposal from city staff supports the calls by the LTMOC for improved safety on the Bank Street Canal Bridge as part of the Lansdowne Transportation. Although, these reports were not uncovered initially when the proposed design was created, it is serendipitous that the proposals aligns neatly with the LTMOC and the Lansdowne Transportation Plan.

Traffic Impacts

City traffic engineers have informed the councillor’s office that the proposed design might lead to increased traffic congestion, though this would tend to be confined to southbound traffic during the two-hour afternoon rush. If delays occur, they are likely to occur from the bridge back to Holmwood Avenue, and possibly back to Fifth Avenue.

Traffic monitoring will be necessary to determine the exact effect once this design is implemented, and some further measures might need to be enacted to prevent prohibitions during this two-hour window—including turn prohibitions.

All efforts will be employed to mitigate any such issues. Further, as this proposal is a part of the larger effort to improve transportation along the Bank Street corridor, the councillor’s office will continue to work on other initiatives to ensure that Bank Street is best-serving all residents, communities, road users and stakeholders.

Transit Impacts

The Bank Street Canal Bridge improvements form a part of a larger project undertaken by the office of Councillor Shawn Menard to improve transportation along the Bank Street corridor. This initiative was launched in December, 2019, with a public forum on the transportation needs of the community with regards to Bank Street in Old Ottawa South and the Glebe.

Both transit improvements and bicycling improvements were identified as significant needs by the community members in attendance. From that meeting, the councillor's office has been working with transit staff to find improvements that could be made to routes 6 and 7 that serve Bank Street.

A number of improvements have already been implemented or approved, including the introduction of more articulated buses to route 7, increasing the number of transit users it can handle; an increase in frequency to routes 6 and 7 at key, high-demand times; and the re-instatement of a bus stop that will reduce the overall transit times for many riders, and make transit more usable in all weather conditions. While there are concerns that traffic will back-up in the southbound direction for one or two blocks during the PM peak period, delays will likely be offset by the increased service offered along Bank Street.

In addition, the councillor's office will continue to work with OC Transpo and city staff to monitor service approaching over the bridge, and to identify further mitigation measures that could be implemented if necessary, such as an advance light for buses at the intersection of Bank Street and Exhibition Way.

Constraints

The Bank Street Canal Bridge is listed as a heritage structure, crossing the Rideau Canal. As such, the structure cannot be easily widened, and the City's Heritage staff would discourage significant alterations to the bridge. Any proposed design of the bridge must respect the heritage character of the bridge, as this proposal does.

Further, there is currently no plans nor budget to undertake a large-scale re-construction project to increase space on the deck of the bridge. Any proposed design must adhere to the current geometry of the bridge, forcing city staff to create a proposal that balances the needs, desire and safety of all road users. The proposed design offers

this balance.

The Bank Street Canal Bridge project has a limited scope; it does not extend either north or south along Bank Street. Any proposed design must remain within that scope and cannot include changes to Bank Street in Old Ottawa South or the Glebe.

The Lansdowne Transportation Plan requires the use of the bridge for buses to queue for large events, such as RedBlacks football games. The proposed design maintains a second northbound lane to facilitate queuing.

With a three-lane design, the city councillor's office and city staff discussed the possibility of implementing an alternating middle lane that would change direction depending on traffic demands. Unfortunately, this is not feasible because of the steep pitch of the bridge. Should a driver travel the wrong direction due to misunderstanding the nature of the middle lane, the shortened sightlines would not give the driver or oncoming traffic time to react, should they both be on the bridge at the same time.

These constraints posed significant challenges. It forced staff and the councillor's office to approach this problem creatively, in order to find the right balance of needed safety improvements and the demands of traffic.

The overwhelming public support of the three-lane proposal over the existing four-lane design demonstrates that city staff were successful in striking this balance.

RURAL IMPLICATIONS

There are no rural implications associated with this report or its recommendations.

CONSULTATION

Ward 17 Community Association / Other Stakeholders Comments:

Due to the COVID-19 pandemic and the need to practice physical distancing, Councillor Menard's office conducted digital consultations. Residents were notified of the proposed design of the Bank Street Canal Bridge via multiple emails, social media, the councillor's website and community newspapers in Old Ottawa South and the Glebe.

The information provided to residents included the designs recommended by city staff, as well as the existing design and other designs that were considered. Staff's rationale for the preferred design was presented, as were the advantages and disadvantages of

the other designs. This included identifying traffic and safety issues experienced by the community, explaining how each design would address those issues, and identifying other factors and stakeholders that required consideration—including financial constraints, the heritage character of the bridge and the canal, and the need for the designs to support the Lansdowne transportation plan.

The councillor's office conducted an online survey beginning July 20, 2020, and running through to August 9, 2020. Once again, residents were notified via email, social media, the councillor's website and community newspapers.

The Old Ottawa South Community Association (OSCA) and the Glebe Community Association (GCA) were contacted directly. OSCA and GCA also reached out to their association members, as well as the community, at large.

Email responses were mostly in support of the proposed changes to the bridge, with many responses offering suggestions to alter or improve the design, or seeking a further reduction to two motor vehicle lanes.

The online survey received 759 responses. The survey asked nine questions pertaining to use of the bridge, safety, traffic flow and design preferences. It also sought general comments on the proposal.

Eighty-eight percent of respondents preferred the proposed three-lane design over the existing four-lane design, and 66% preferred a two motor vehicle-lane design to the three-lane proposal.

Comments received are included in *Document 2: Bank Street Canal Bridge Improvements—Survey Results & Community Feedback*.

Transportation Services Comment:

With the Bank Street Bridge rehabilitation project planned for 2020, Councillor Menard requested staff in the winter of 2020 to review various options that would enhance cycling safety across the bridge. Alternatives that were reviewed and assessed included: painted bike lanes, painted bike/bus lane, segregated cycling lanes, bi-directional cycling lane, and multi-use pathways.

The outcome of the Bank Street Bridge conceptual redesign is to implement segregated multi-use pathways along the curbside edge of both the southbound and northbound

lanes. These segregated multi-use pathways in the right-of-way provide a clear expectation of where pedestrians and cyclists should be positioned on the roadway.

Please see Figure 1 - Cross-section of Roadway and Figure 2 – Plan View for further high-level details on the proposed conceptual design of the Bank Street Bridge roadway:

Figure 1 - Cross-section of Roadway

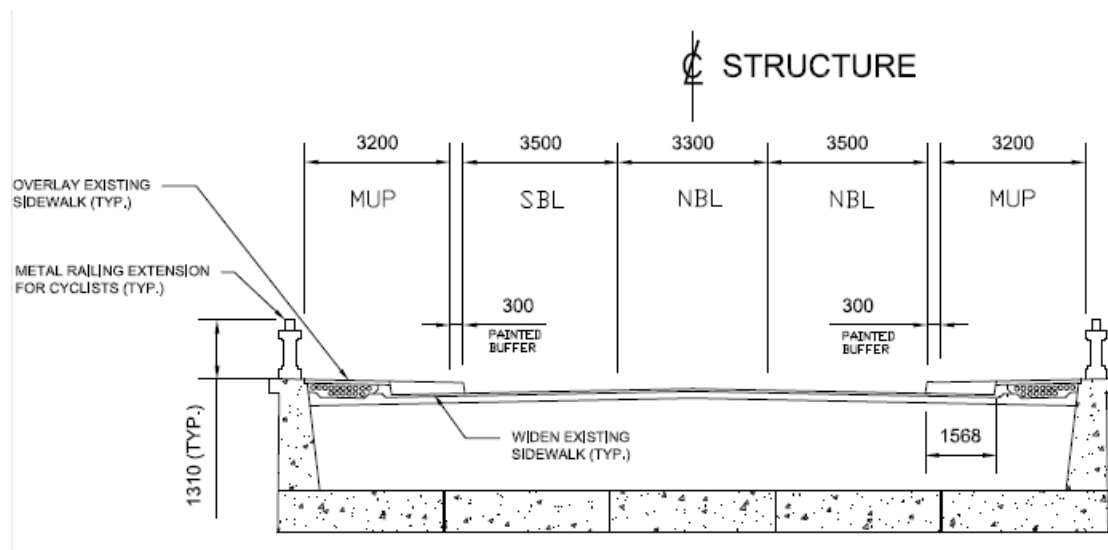
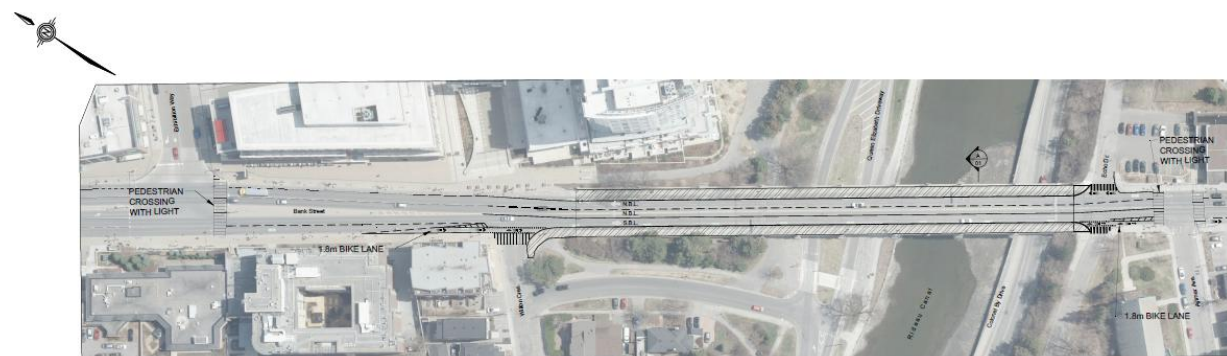


Figure 2 - Plan View



The work required to implement the project includes:

- Installation of an extension of the concrete curbs and an overlay to widen the existing sidewalks in both the northbound and southbound directions;

- Installation of a metal railing height extension on both sides of the bridge to enhance cyclist safety;
- Installation of new pavement markings;
- Installation of required signage where appropriate; and,
- Transition of pedestrian and cycling facilities from bridge to roadway at both approaches.

Traffic Impacts

Traffic Services' initial high-level traffic impact review of the conceptual design demonstrates that the proposed lane reductions on the Bank Street Bridge and the associated traffic control measures will lead to increased congestion on Bank Street impacting all vehicle modes and in particular Transit during the PM peak period.

Most notably, impacts will be felt in the southbound direction on Bank Street during the PM peak period where traffic queues may backup to Fifth Avenue. Should this queuing occur, this may create a situation where traffic will start to use side streets to get to Queen Elizabeth Drive (QED) or Bronson to avoid congestion on Bank Street. Also, traffic coming from QED and Colonel By Drive (Colonel By) accessing Bank Street at Wilton Crescent and at Echo Drive eastbound and turning right onto Bank Street may backup to QED and Colonel By respectively. In the northbound direction on Bank Street there is an increased likelihood of northbound left turn movement backups at Bank Street and Wilton Crescent due to the reduced gaps in opposing southbound traffic.

Further analysis will be required with the detailed design of the transition from the existing cross-section to the proposed cross-section to assess the full scope of the traffic impacts in the surrounding area. Should the proposal proceed, traffic monitoring will be required on an ongoing basis to assess the impacts to network operations. If queuing occurs as described above, time of day turn restrictions at some intersections may be required to ensure a safe operation of the road Network. This could include prohibiting turns from QED to Queen Elizabeth Place or onto Echo Drive from Colonel By.

Transit Impacts

The proposed changes would cause longer travel times for transit customers at all times of the week, but particularly in the weekday afternoon peak period, because of the delay caused to southbound buses as they approach and merge into the proposed single southbound lane on the bridge. These delays would also introduce additional variability into the operation of Routes 6 and 7, making service on those routes less reliable. Increased travel time and reduced reliability would, over the long term, reduce transit ridership. As outlined in the report, mitigations such as a transit priority signal may be possible to reduce the severity and likelihood of delays.

The proposed changes would also conflict with the current event service arrangements for Lansdowne Park and TD Place in instances where the 450-series routes are in effect. After major events, certain buses pick up customers at a stop on Bank Street south of Wilton, a location that would no longer be feasible for a bus stop. If this report is approved, staff would work with the Councillor to select a new location for this bus stop, likely in the block between Thornton Avenue and Holmwood Avenue.

Cycling Impacts

The implementation of segregated multiuse pathways will allow cyclists to be removed from the vehicle traffic flows on the approaches to, and upon the bridge, and into off-road facilities; thereby improving safety by eliminating in-road conflicts and providing a grade separated space. The widened off-road space, which will be shared with pedestrians, will feature a wide 3.2m of lateral travel space, a buffered offset (0.3 m) from the curb-face, and a heightened railing on the bridge parapet wall. This will provide active transportation users a more comfortable operating space free from interactions with traffic compared to current conditions.

Also, these pathway facilities should provide better access to the existing nearby cycling facilities, principally, the multiuse pathway systems along both sides of the Rideau Canal.

It should be noted that the proposed design may make cycling and vehicle interactions where the cyclists access the roadway, such as at the intersections, more complex and less predictable. Also, the offset for the multiuse pathways from the edge of the roadway is planned for 0.3m which is the absolute allowable minimum by national and

provincial standards and commonly used practice by the City of Ottawa.

Pedestrian Impacts

Pedestrian safety is largely unchanged by the presence of the segregated multiuse pathways. The added space will provide improved comfort for pedestrians; however, the previously dedicated space will be shared with cyclists which may affect pedestrian comfort levels and expectations. Having said that, the current operating conditions of the bridge leads to many cyclists riding on the existing sidewalks, therefore, the widened space will make these interactions with cyclists and pedestrians safer and more comfortable by comparison.

Costs

The estimated cost to implement the Bank Street Bridge Concept Design is of \$1.3 million. Given that the implementation of such a project aligns with active transportation and road safety priorities, funding of \$1 million could come from several accounts: \$500,000 from the Cycling & Ped Major Structures Program, \$380,000 from the 2021 Cycling Safety Improvement Program funded by the Strategic Road Safety Program and \$120,000 from the 2021 Safety Improvement Program. The remaining amount of \$300,000 is available from project #909077 RCFS Facility Upgrades which had been allocated to the project “Splash Pad – Springhurst Park and can be transferred to project #908587 Bank St. Canal Bridge and Culvert project.

Ideally, this project could be considered for future federal or provincial stimulus funding meant to support the delivery of projects that enhance and promote active transportation to cover remaining costs. This would eliminate the requirement to ask for new funding in the 2021 budget should the stimulus funding arrive in late 2020.

Planning, Infrastructure and Economic Development (Infrastructure Services)

Comment:

Bank Street Canal Bridge Rehabilitation project is underway and it was originally planned to be complete by the end of 2020. The project includes concrete repairs to the bridge piers and soffits, as well as repairs to the existing expansion joints and sidewalks over the bridge. In addition, Bank Street is planned to be resurfaced over the bridge following the repairs. The budget for this rehabilitation has been approved by Council.

The bridge was constructed in 1912 and the work is required to extend the lifespan of the bridge and to ensure road user safety under the bridge. The rehabilitation will be completed in a manner compatible with the heritage character of the bridge.

The rehabilitation of the bridge provides an opportunity to integrate the proposed segregated multi-use pathway on the Bank Street Bridge over the canal. Pending the approvals for the modifications and budget, the additional scope can be added to the work. It would adjust the timeline of the project, with completion anticipated late 2021. There are no concerns with the integrity of safety of the structure by extending the date for the project completion.

COMMENTS BY THE WARD COUNCILLOR(S)

I am very happy that city staff and my office were able to collaborate on the design of the Bank Street Canal Bridge in such a way that the needs of all road users—pedestrians, bicyclists, transit users and motorists—are accommodated. This design contributes positively to the city's goal of increasing active transportation, and it supports key aspects of the Lansdowne Transportation Plan.

The safety issues over the bridge have been a long-standing concern for the communities of Old Ottawa South and the Glebe, as well as residents across the city who use the bridge when travelling to or through these neighbourhoods. It is a recognized problem by the city, and many solutions have been considered or implemented, from adding street parking to the bridge to electronic speed boards to induce safer driver behaviour.

The is proposed design from city staff offers real, substantive safety improvements for vulnerable road users. It will be an important initiative to better link the city's communities and make these communities more livable.

Further, this is an excellent example of collaboration between residents, our office and city staff. It is rewarding to bring together multiple groups and individuals to find a suitable solution to a serious problem—a solution that balances the needs of all stakeholders; a solution that we can all get behind for the betterment of our city.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS (Revised per Motion No. TRC 2020-10/2)

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 26th, 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.

ASSET MANAGEMENT IMPLICATIONS

Infrastructure Services has identified that the recommendations documented in this report are consistent with the City's Comprehensive Asset Management (CAM) Program objectives. The implementation of the Comprehensive Asset Management program enables the City to effectively manage existing and new infrastructure to maximize benefits, reduce risk, and provide safe and reliable levels of service to

community users. This is done in a socially, culturally, environmentally, and economically conscious manner.

RISK MANAGEMENT IMPLICATIONS

No specific Risk Management implications have been identified by the Councillor or Staff.

FINANCIAL IMPLICATIONS

The estimated cost to implement the Bank Street Bridge Concept Design is \$1.3 million. Funding of \$800,000 is available within existing capital project # 907848, Cycling & Pedestrian Major Structure program and project# 909077, RCFS Facility Upgrades. The current uncommitted balance in capital project # 909077 is \$737,800 and \$2,112,396 in capital project # 907848. If the recommendations in this report are approved \$500,000 from 907848 Cycling & Pedestrian Major Structure and \$300,000 capital authority from project # 909077 will be transferred to capital project # 908587 Bank Street Canal Bridge & Culvert Project.

That balance of the required \$500,000 funding will be included in the 2021 Capital Budget submission for Council consideration and approval. The funding will be requested as part of the following Traffic Services projects: \$380,000 from the 2021 Cycling Safety Improvement Program and \$120,000 from the Safety Improvement programs. Pending Council approval of this funding within the 2021 Capital Budget, the \$500,000 will be transferred from the Traffic Services accounts to 908587 Bank Street Canal Bridge.

ACCESSIBILITY IMPACTS (Revised per Motion No. TRC 2020-10/2)

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.

TERM OF COUNCIL PRIORITIES

The proposed design for the Bank Street Canal Bridge supports the council priority, *Integrated Transportation*, which will enable “effective mobility through a sustainable, accessible and connected city transportation system.”

The stated outcomes of this priority are:

- An integrated transportation network that incorporates all modes of getting around
- Residents have easy access to their preferred transport choice
- Transportation infrastructure investment is sustainable and meets long-term needs
- Building development in and around transportation hubs is central to official planning

As part of this Term of Council Priority, city council will “[i]mplement Mobility Safety initiatives to enhance the safety of vulnerable road-users like pedestrians, cyclists and motorcyclists.” These actions will result in the following outcomes:

- An integrated transportation network that incorporates all modes of getting around
- Residents have easy access to their preferred transport choice
- Transportation infrastructure investment is sustainable and meets long-term needs

The proposed design for the bridge will satisfy all these outcomes of the Integrated

Transportation Term of Council Priority.

Currently, there are no facilities for one set of vulnerable road users, bicyclists. This design addresses that deficiency while also provided enhanced facilities for pedestrians, thus better providing residents with easy access to their preferred transport choice.

Further, this will address a significant hole in the city's integrated transportation network, as there is no easily-accessible canal crossing at this location.

This infrastructure investment is sustainable, both environmentally and financially, and assists in the city's long-term needs to reduce traffic fatalities and serious injuries, and increase the active transportation modal share.

This proposal aligns with two other Term of Council priorities. It supports *Thriving Communities*, by increasing safety and livability of our streets. As well, it supports *Environmental Stewardship*, by allowing more residents to switch to active transportation.

SUPPORTING DOCUMENTATION

Document 1: Bank Street Canal Bridge Improvements—Alternate Design Proposals

Document 2: Bank Street Canal Bridge Improvements—Survey Results & Community Feedback

DISPOSITION

The affected departments, Planning, Infrastructure and Economic Development, and Transportation Services, will take appropriate action based on the recommendations made by the Committee and Council.