

**Community Services and Operations Committee**  
**Comité des services communautaires et des opérations**

**Agenda 17**  
**Ordre du jour 17**

**Wednesday, October 11, 2000 - 9:15 a.m.**  
**Le mercredi 11 octobre 2000 - 9 h 15**

**Victoria Hall, First Level**  
**Bytown Pavilion, City Hall**

**Salle Victoria, niveau 1**  
**Pavillon Bytown, hôtel de ville**

**Confirmation of Minutes  
Ratification des procès-verbaux**

Minutes 16 (September 27, 2000)

Procès-verbal 16 (Le 27 septembre 2000)

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Councillor/Conseiller Stéphane Émard-Chabot, Chairperson/Président

Councillor/Conseillère Inez Berg, Vice-Chairperson/Vice-présidente

Councillor/Conseillère Elisabeth Arnold

Councillor/Conseillère Diane Deans

Councillor/Conseiller A. Higdon

Councillor/Conseiller Shawn Little

LZF

September 25, 2000

ACS2000-PW-ENG-0016  
(File: NRP3210/QUES 00280)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT6 - Somerset

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

**1. Waiver to the Private Approach By-Law 170-73 - 280 Queen Street**  
**Dérogation au Règlement municipal 170-73 sur les voies d'accès privées**  
**- 280, rue Queen**

**Recommendations**

1. That Section 13(f) of the Private Approach By-law 170-73, be waived to permit a nine foot (9') separation between a two-way vehicle access and a two-way access for garbage pick-up and recycling operation.
2. That Section 13(m) be waived to permit a two-way multi-vehicle access to be located a minimum distance of seven feet (7') from the easterly property line.



September 26, 2000 (8:50a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

RF:cd

Contact: Raymond Fournier - 244-5300 ext. 1-3811

## Financial Comment

There are no direct financial implications in these recommendations. All costs are the responsibility of the property owner.



September 26, 2000 (8:38a)

for Marian Simulik  
Acting City Treasurer

CP:cds

## Executive Report

### Reasons Behind Recommendations

In accordance with Section 13(f) of the Private Approach By-law 170-73, the distance between the nearest limits of a private approach intended for two-way vehicular traffic and any other private approach on the same property shall be a minimum of thirty feet (30'). Section 13 (m) provides that no private approach shall be constructed within ten feet (10') of any adjoining property line.

The primary intent of these provisions of this By-law is to ensure that there is adequate separations between the private approaches in order that sufficient sight distances are maintained for vehicles exiting any given site.

Plans submitted for Site Plan Control is for the construction of two office towers with a total gross floor area of 47, 101m<sup>2</sup>, at a height of 76.45 m and 18 storeys, with retail at grade and a parking garage at below grade. The underground parking garage will accommodate 94 parking spaces.

Staff have reviewed the submitted plans and noted the following observations.

1. The proposed two-way multi-vehicle access off Queen Street will service 94 primarily non-commercial vehicles.
2. The proposed private approach will service two loading bays and are primarily for office use.
3. Queen Street has heavy vehicular and pedestrian traffic in the vicinity of this site.

4. The proposed ground floor of the building will be located approximately 4.5 m back of the City sidewalk on Queen Street.

Due to the alignment and profile of Queen Street and the above noted observations, it is the opinion of this Department that the construction of the proposed accesses will not create any foreseeable traffic or pedestrian safety hazards.

### Environmental Impact

No environmental impact is anticipated and the recommendations are within the MEEP Automatic Exclusion List - Section I(f) Routine Operations.

### Consultation

No public consultation on the recommendations has taken place. The Department believes that the proposed private approaches at this site will not adversely affect established traffic patterns in the immediate area.

### Disposition

The Department will advise the applicant of Council's decision.

### List of Supporting Documentation

- |            |   |
|------------|---|
| Document 1 | Sketch No. S-15-00, dated September 14, 2000.   |
| Document 2 | Letter from Ms. Janice Liebe of Brisbin Brook Beynon Architects, dated July 12, 2000. |



Letter from Ms. Janice Liebe of Brisbin Brook Beynon Architects,  
dated July 12, 2000

Document 2



COMMUNICATION

**Project:** O&Y Properties Inc., 280 QUEEN STREET  
**Date:** July 12, 2000  
**To:** Ray Fournier  
Sussex Pavilion, 7<sup>th</sup> Floor  
City Hall, 111 Sussex Drive  
Ottawa, Ontario, K1N 5A1  
**re:** Request for Waiver from Private Approach Bylaw

**cc:**

<input type="checkbox"/>	John Levitt	O&Y Properties Corporation	fax (416) 862-6904 [105]	file 9956/110
<input type="checkbox"/>	Fred Speer	O&Y Properties Corporation	fax (613) 563-9694 [104]	file 9956/110
<input checked="" type="checkbox"/>	Ian Donnelly	O&Y Properties Corporation	fax (613) 233-7682 [103]	file 9956/110
<input type="checkbox"/>	Mike Ralph	Ellis-Don Construction Ltd.	fax (613) 727-9145 [102]	file 9956/130
<input type="checkbox"/>	Mike Schaeffer	Ellis-Don Construction Ltd.	fax (905) 896-8911 [100]	file 9956/130
<input type="checkbox"/>	Bill Fisher	Ellis-Don Construction Ltd.	fax (905) 896-8911 [100]	file 9956/130
<input type="checkbox"/>	Mike Fontyn	Goodkey, Weedmark & Assoc.	fax (613) 727-5115 [96]	file 9956/330
<input type="checkbox"/>	A. Bogdanowicz	Goodkey, Weedmark & Assoc	fax (613) 727-5115 [96]	file 9956/320
<input type="checkbox"/>	Mike Allen	Adjeleian Allen Rubeli Limited	fax (613) 230-8916 [22]	file 9956/310
<input checked="" type="checkbox"/>	Ritchard Brisbin	Brisbin Brook Beynon Architects	fax (613) 241-4101	file 9781/180
<input type="checkbox"/>	Janice Liebe	Brisbin Brook Beynon Architects	fax (613) 241-4101	file 9781/180
<input type="checkbox"/>	David McIveen	Brisbin Brook Beynon Architects	fax (416) 591-9087 [001]	file 9781/180
<input checked="" type="checkbox"/>	Al Cohen	Soloway Wright	fax (613) 238-8507	file 9781/180

**Pages:** total of 2

**From:** Janice Liebe

S:\9956\Documents\2122(siteplancontrol)\212-13.wpd

This letter is in response to comments that the 280 Queen Street Project be in conformance with the City of Ottawa Private Approach By-Law.

**Item 1.** 10 ft from a private approach to property line on Queen Street

The proposed design indicates a separation between the private approach for the loading bay on Queen Street and the neighbouring building of 10' 6". There is an existing easement between the two properties that prevents the buildings from being built closer to the dividing property line than what is currently proposed. Due to these conditions, we feel we meet the letter and intent of the bylaw.

*EW 1855*

CITY OF OTTAWA	
DEPARTMENT OF ENGINEERING & WORKS	
Rec'd JUL 17 2000	
TO: <i>Eng</i>	
FILE NO: <i>NAP 3000/4005</i>	
FILE NO: <i>RGF</i>	TEL: (613) 241-6446 FAX: (613) 241-4101

BRISBIN BROOK BEYNON architects  
47 CLARENCE STREET SUITE 400 OTTAWA ONTARIO K1N 5A1

PAGE NO. 1

TEL: (613) 241-6446 FAX: (613) 241-4101

*Receipt # 134389*

**Item 2.** 30 ft between a two-way private approach and any other private approach.

**Point 1** We were instructed by the RMOC not to locate access into loading or the parking garage on either Albert Street due to bus traffic, or on Kent Street due to the short length of the block. We were further instructed to locate any access points as far to the east on Queen Street as possible to avoid congestion at the intersection of Queen and Kent. We have complied with this request.

**Point 2** The proposed capacity of the garage under 280 Queen Street is for 92 cars. Please note that the total parking capacity noted on drawing A100 of 1926 spaces includes existing parking spaces in the Place de Ville garage. We have applied for Minor Variance to use the excess capacity of the garage under Place de Ville to meet the parking requirements for 280 Queen Street. There will be no vehicular connection between the proposed garage and Place de Ville garage. Therefore the movement of vehicles into the 280 Queen Street garage will be minimal.

**Point 3** The two loading bays for the project are primarily for office use. Note that there is minimal retail allocated at grade for the project. Given the type of use for the site, and our experience with the operation of projects of this type, these loading bays will not be used on a continual basis.

Given the constraints of the site, requests from authorities having jurisdiction, and the relatively low use of the garage and loading bays we feel that the proposed design meets the interests of all constraints. For these reasons we ask for relief from the requirement of 30' separation between the access to the garage and the loading bays.



**Brisbin Brook Beynon architects**

September 25, 2000

ACS2000-PW-ENG-0017  
(File: NRP3210/MATC 00249)

Department of Urban Planning and Public  
Works

Ward/Quartier  
OT4 - Rideau

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

**2. Waiver to the Private Approach By-law 170-73 - 249 Mart Circle,  
Phase II (230 Alvin Road)**

**Dérogation au Règlement municipal 170-73 sur les voies d'accès privées  
- 249, Mart Circle, Phase II (230, chemin Alvin)**

**Recommendation**

That Section 13(f) of the Private Approach By-law 170-73, be waived to permit an eighteen foot (18') separation between a two-way multi-vehicle access and a shared access for two residential use vehicles.



September 26, 2000 (10:04a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

RF:cd

Contact: Raymond Fournier - 244-5300 ext. 1-3811

## Financial Comment

There are no direct financial implications in this recommendation. All costs are the responsibility of the property owner.



September 26, 2000 (8:56a)

for Marian Simulik  
Acting City Treasurer

CP:cds

## Executive Report

### Reasons Behind Recommendation

In accordance with Section 13(f) of the Private Approach By-law 170-73, the distance between the nearest limits of a private approach intended for two-way vehicular traffic and any other private approach on the same property shall be a minimum of thirty feet (30').

The primary intent of this provision of the By-law is to ensure that there is adequate separation between the private approaches in order that a sufficient sight distance is maintained for vehicles exiting the site.

Plans submitted for Site Plan Control is for the construction of 11 townhouses and 8 detached homes. The 8 detached homes, 3 townhouses and the visitor parking area will be located on private roads. This represents Phase Two of a Three Phase development known as Manor Park East. Phase One is currently under construction further to the west of this property. Each dwelling unit has an attached garage which provides one parking space. There is a four (4) visitor parking area provided at the west edge of this site.

Staff have inspected this site and reviewed the submitted plans and noted that Alvin Road has low volume vehicular traffic with primarily residential use. There will be no sight obstruction at this proposed access. In addition, due to the alignment and profile of this section of Alvin Road, it is the opinion of this Department that this proposed access will not create any foreseeable traffic hazards.

### Environmental Impact

No environmental impact is anticipated and the recommendation is within the MEEP Automatic Exclusion List - Section I(f) Routine Operations.

## Consultation

No public consultation on the recommendation has taken place. This Department believes that the proposed private approaches will not adversely affect established traffic patterns in the immediate area of this site.

## Disposition

This Department will advise the applicant of Council's decision.

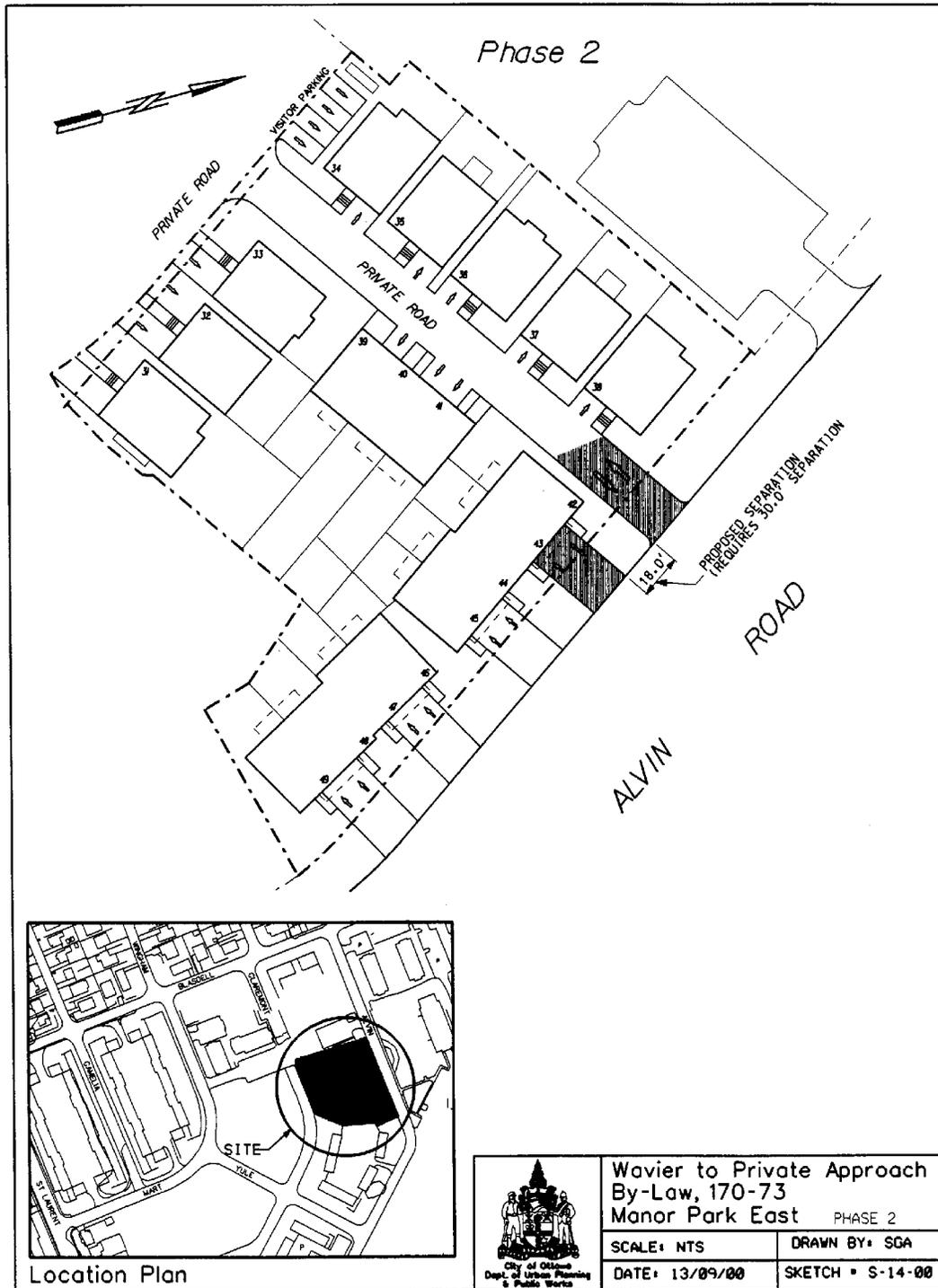
## List of Supporting Documentation

- Document 1 Sketch No. S-14-00, dated September 12, 2000
- Document 2 Letter from Domicile Dev. Inc., dated August 16, 2000

**Part II - Supporting Documentation**

Sketch No. S-14-00, dated September 12, 2000

Document 1



# domicile

**Domicile  
Developments  
Inc.**  
371A Richmond Rd.  
Suite 1  
Ottawa, Ontario  
K2A 0E7  
Tel: (613) 728-0388  
Fax: (613) 728-0046  
www.domicile.on.ca

August 16, 2000

City of Ottawa  
Department of Urban Planning & Public Works  
Engineering Branch  
111 Sussex Drive  
Ottawa, Ontario  
K1N 5A1

**Attention: Mr. Ray Fournier**

Dear Mr. Fournier,

**Re: 249 Mart Circle - Phase II**

Phase I of the above project required and received a waiver to the Private Approach By-law. Phase II also has a private driveway that is less than 30 ft. from a two-way private approach.

As per my letter to you dated November 12<sup>th</sup>, 1999 (regarding Phase I) the standard 20 ft. wide townhouse with a 10 ft. wide driveway would have to have its outside wall at least 20 ft. away from a two-way driveway to meet the By-law. This is not reasonable and consequently several of our projects have required and received waivers to the Private Approach By-law.

Since the zoning by-law requires a 6 ft. (1.8m) building setback from a private way and the building face can be 10 ft. from the edge of the townhouse driveway, we can generally provide at least 16 ft. from a private townhouse driveway to a two-way vehicular access.

We understand that you have to write a report to obtain a waiver to the Private Approach By-law and request that you make the required application on our behalf.

I understand that an application fee of \$200 is required. A cheque for that amount is enclosed.

Yours very truly,



Rick Morris  
/lk  
Encl.

\\DOMICILE\_NTR\Reception\Rick\Letters\Letters C\City of Ottawa-249 Mart Circle -Phase 2.wpd 02 2000

*EW 2167*

CITY OF OTTAWA
DEPARTMENT OF URBAN PLANNING & PUBLIC WORKS
RECEIVED
AUG 16 2000
FILE NO: <i>URP 2214/MATC 00349</i>
FILE NO: <i>RCF</i>

*Receipt #134557*

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# Backgrounder

September 28, 2000

ACS2000-PW-LTB-0029

## **3. Transportation - Traffic Calming Pilot Projects - Evaluation and Implementation of Vertical Measures - 2000**

### **Transport - Projets pilotes de modération de la circulation - Évaluation et mise en oeuvre de dispositifs surélevés de modération - 2000**

#### **Issue**

- the City of Ottawa has implemented a number of traffic calming measures on city streets as pilot projects to determine their effectiveness prior to their continued implementation.
- an evaluation study was initiated in October 1999, when Synectics Transportation Consultants was retained by the City and the Region to undertake the study jointly in accordance with the terms of reference developed by the City and the Region. The study examined a representative sampling of different types of measures (vertical and horizontal) on different street types (local, collector and regional).
- one of the more contentious issues associated with traffic calming relates to vertical measures (speed bumps) along roads used as emergency response routes. At the June 2000 City Council meeting, staff were asked to respond to concerns expressed by Ottawa Fire Services that vertical measure delay response times be quantified and based on technical information.

#### **What's New**

- the joint Traffic Calming Study has been completed. It provides a number of recommendations to the City's Traffic Calming Program and also addresses concerns of emergency services with vertical measures being quantified. It is recommended that this study be received as it provides direction for future implementation of traffic calming measures on different classes of streets.
- the study will also serve as a foundation for the new City of Ottawa to develop a Traffic Calming Study which can incorporate a new emergency response route system based on its findings and recommendations.
- based on the technical information provided by Fire Services and the findings of the Traffic Calming Evaluation Study, the Department is maintaining its position that raised crosswalks should not be implemented along Gladstone Avenue at Bay Street and Percy Street.

#### **Impact**

- no environmental impact is anticipated as the recommendations fall within the MEEP Automatic Inclusion List - Section 1 (f) Route Operations.

**Contact: Author - John Smit - 244-5300 ext. 3866**

**Don Lonie - Communications Officer - 255-5300, ext. 3103 - pager - 760-5653**



September 28, 2000

ACS2000-PW-LTB-0029  
(File: TAC3000/0202)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
  - City Council / Conseil municipal
- Action/Exécution

### **3. Transportation - Traffic Calming Pilot Projects - Evaluation and Implementation of Vertical Measures - 2000**

**Transport - Projets pilotes de modération de la circulation -  
Évaluation et mise en oeuvre de dispositifs surélevés de modération -  
2000**

#### **Recommendations**

1. That the Traffic Calming Measures Evaluation Study included as **Document 2** be RECEIVED.
2. That the Traffic Calming Measures Evaluation Study be referred to the new City of Ottawa, with a recommendation that it be used as the basis for developing a comprehensive Traffic Calming Policy, as set out in **Document 4**.
3. That the establishment of an Emergency Response Route System, based on **Document 5**, be referred to the new City of Ottawa, and that vertical traffic calming measures (speed humps, raised crosswalks, raised intersections) not be implemented on City of Ottawa streets identified in **Document 5** as potential emergency response routes.
4. That based on the findings of the Traffic Calming Evaluation Study, and additional analysis of impacts on Fire Services, raised crosswalks not be implemented on Gladstone Avenue at Percy Street or at Bay Street.

5. That implementation of vertical measures (listed on **Document 6**) on local City streets, as identified in various Road and Sewer Reconstruction Project reports for possible implementation following completion of the Traffic Calming Evaluation Study, be deferred pending the establishment of a Traffic Calming Policy by the new City.



September 29, 2000 (1:02p)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works

JS:lf

Contact: John Smit - 244-5300 ext. 1-3866

### **Financial Comment**

Subject to City Council approval, there are no direct financial implications with the proposed departmental recommendations.

However, should City Council approve **Option 1**, the implications are as follows:

**Operating Budget:** Approval of Option 1 will require that the additional funding estimated at \$30,000. for 2001 and subsequent years, be identified as part of the budget pressures for the 2001 Operating Budget and subject to approval by the new City of Ottawa council during budget deliberations.

**Capital Budget:** Approval of Option 1, funds in the amount of \$52,000 are available in Capital Project 99085640 (Roadway Modifications) and \$25,000 is available in Capital Project 20085640 (Roadway Modifications).



September 29, 2000 (11:51a)

for Marian Simulik  
Acting City Treasurer

CP/JG:cds

## Executive Report

### Reasons Behind Recommendations

#### Introduction

The recommendations being put forward in this submission serve three primary purposes:

- They establish a foundation on which the new City of Ottawa can develop a comprehensive traffic calming policy using the work undertaken by the current City of Ottawa as a starting point.
- They respond to previous motions of Council (set out in **Document 1**) and in particular, a directive to quantify, based on technical information, concerns of the Ottawa Fire Services that vertical traffic calming measures along primary response routes delay emergency/fire response times and establish a foundation for the new City to establish an emergency response route system.
- They relate to the need for and the timing of the implementation of vertical measures that have been identified in Road and Sewer Reconstruction Program reports for possible implementation on local City streets, following completion of the Traffic Calming Evaluation Study, including a recommendation that raised crosswalks not be implemented on Gladstone Avenue.

The rationale for each of the recommendations follow.

#### Recommendation 1

To date, the City's traffic calming program has been focussed on preparing area traffic calming plans and implementing traffic calming measures, mostly in conjunction with scheduled road and sewer works. The traffic calming evaluation study, included as **Document 2**, represents the first comprehensive examination of the City's traffic calming program to date, and was initiated to provide a foundation to move the program forward with the development of a comprehensive traffic calming policy in response to Policy 7.3.2c) of the City of Ottawa Official Plan which states:

*City Council shall investigate various traffic calming methods and implement them in both residential and employment areas as a means to increase pedestrian safety and improve the overall quality of the urban environment.*

Consistent with the above policy directive, and to provide a basis for developing a traffic calming policy that provides direction for future implementation of traffic calming measures

on different classes of streets, it is recommended that the evaluation study included as **Document 2** be received.

Highlights of the Evaluation Study Methodology and Findings have been provided in **Document 3** with the more significant study findings and key study recommendations appearing in **bold** text. These are summarized as follows:

#### Guidelines and Public Involvement

- Guidelines are required for the implementation of traffic calming measures along different street types.
- Public involvement processes related to different classes of streets need to be formalized.

#### Emergency Services

- Widespread implementation of vertical traffic calming measures can adversely impact emergency response times.
- Implementation of vertical measures along roads used as emergency response routes requires that alternative routes be identified and/or that there be acceptance for increased emergency response times.
- Vertical measures of greatest concern to emergency service providers are speed humps and raised crosswalks.
- The City and Region need to work with emergency service providers to define an emergency response route system for the City.
- Vertical measures should not be implemented along roads defined as emergency response routes.

#### On-Street Cycling

- Horizontal measures, when not properly planned, can adversely impact cyclist safety, particularly where horizontal measures require cyclists to weave and where the road carries high traffic volumes.

#### Transit

- Multiple vertical measures on high frequency transit routes can impact on rider comfort.
- Transit vehicles which regularly use streets where vertical measures have been implemented will be susceptible to structural damage.

Para Transpo

- Users of Para Transpo are particularly susceptible to experiencing discomfort as a result of vertical traffic calming measures due to their physical disabilities.

Roadway Maintenance

- Additional costs are incurred by the city to provide winter maintenance on streets with horizontal measures.
- Additional costs are incurred related to life cycle replacement and general repairs.
- Maintenance dollars need to be identified and approved when Council gives approval to implement traffic calming measures.

Recommendation 2

Staff have reviewed the evaluation study in detail and are satisfied that the study has been completed in accordance with the terms of reference. The methodology employed provided for a high level determination to be made as to the appropriateness of different types of traffic calming measures on different types of streets. Staff concur that this level of analysis provides an appropriate framework to begin developing a comprehensive traffic calming policy and concur with the recommendations put forward. In staff's view, these serve as a starting point towards developing/defining parameters for the implementation of different types of measures on the various classes of streets.

Initially, and as reflected in Council's June 1999 directive (**Document 1**), it was the Department's intention to utilize the findings of the traffic calming evaluation study to develop a traffic calming policy for the current City of Ottawa. However, given the pending amalgamation of all the area municipalities to form the new City of Ottawa, it is considered most appropriate that a comprehensive policy be established by the new City. The work undertaken as part of the evaluation study, which is focused on City of Ottawa roads and Regional roads within the current City of Ottawa, will provide a sound basis for beginning the formulation of such a policy. While some of the other area municipalities have implemented a limited number of traffic calming measures, the current City of Ottawa, being the urban core of the Region where more significant traffic impacts are being experienced, has the most extensive traffic calming program within the Region and has implemented most of the traffic calming measures that now exist in the Region. As such, the experiences of the current City of Ottawa in traffic calming and the work undertaken as part of the evaluation study will provide a solid basis for the new City in dealing with traffic calming and in developing a comprehensive policy.

A traffic calming policy for the current City of Ottawa would only be able to deal with current City roads. A single policy to deal with traffic calming in a consistent manner

throughout the new City for all streets would avoid requiring the new City administration to work with a variety of programs/policies/practices that have been developed by the different area municipalities. Also, as determined through the evaluation study, the formulation of a policy will require continuing input from key stakeholder groups including emergency services and public interest groups that had been involved in the evaluation study, and opportunities must be provided the public for their continuing input. As such, an extensive consultation program would have to be established to ensure that any policy development will provide opportunities for meaningful input from all interested members of the public and agencies. Such a program could not be developed and completed to allow a policy to be developed before the new City is formally established on January 1, 2001.

In view of the foregoing, staff are recommending that Council establish a position that the new City use the evaluation study as a basis for developing a comprehensive traffic calming policy as set out in **Document 4**. This document provides for establishing an extensive consultation program that provides for the continuing involvement of those members of the public and agencies that participated in the evaluation study in the development of the policy and sets out matters that should be addressed by a traffic calming policy.

### Recommendation 3

Recommendation 3 results from the June 28, 2000, CSOC directive (as set out in **Document 1**) to quantify, based on technical data, the impacts of vertical measures on emergency response times. The Department undertook to respond to this directive in consultation with Fire Services. The following elaborates on the information that was provided by Fire Services. Also, as the issues raised by Ottawa Fire Services are not unique to the City of Ottawa, information has also been compiled and examined related to the experiences of other jurisdictions in North America where vertical measures either have been implemented or have been considered for implementation along roads used as emergency response routes. Highlights of the technical findings of this research have also been summarized below.

Based on the additional information obtained and examined, it is staff's opinion that there is a need to have an emergency response route system established by the new City. The rationale for Recommendation 3 concludes with a discussion of potential emergency response routes that have been identified for the current City (including both City streets and Regional roads) to serve as a basis for the new City to establish an emergency response route system.

### Impacts of Speed Humps on Emergency Response Times

In 1982, Council, in considering issues related to the long term development plan and station location study for Ottawa Fire Services, established the following response time targets:

Level of Hazard	Travel (minutes)	Dispatch (minutes)	Total (minutes)
1 - Extra Hazard Level	2.3	1.5	3.8
2 - Ordinary Hazard III Level	2.6	1.5	4.1
3 - Ordinary Hazard II Level	2.9	1.5	4.4
4 - Ordinary Hazard I Level	3.2	1.5	4.7
5 - Light Hazard Level	3.5	1.5	5.0

Through the evaluation study, Fire Services and other emergency service providers, most notably ambulance, provided input on their experiences with the different types of traffic calming measures on the different classes of streets. The primary concern expressed related to vertical measures (speed humps) along streets routinely used as emergency response routes. In terms of Fire Services, the central issue was that vertical measures along certain main streets would result in delaying emergency response times. A summary of concerns with vertical measures that were communicated through the focus group sessions held with the three emergency service providers is included in **Document 5**.

To quantify the concerns expressed by Fire services, as directed by CSOC, the following technical information was compiled by Fire Services and examined:

- Data on the time and frequency of calls and response times for the area of Centretown bounded by the Canal, Somerset, Bronson and the Queensway for 1999 and 2000 (this area was chosen for more detailed examination, as many of the proposed traffic calming measures are within this area).
- Data on emergency response times in 1997/98 (before) and in 1999/00 (after) for two control areas (Sandy Hill and Britannia) and for the area of Centretown bounded by Bank, Somerset, Bronson and the Queensway. (The area of Centretown examined is most impacted as a result of the implementation by the Region of speed humps along Lyon Street in the Fall of 1998.)

The data compiled provides the following quantifiable information:

- The Centretown area, Byward Market area and Somerset Heights area have the highest frequency of emergency calls within the City of Ottawa. According to Fire Services, these areas are the highest risk areas for fire in the City due to the older building stock, minimal or no fire separation between structures and the overall density in these areas. These areas are also the areas where there is a strong desire to implement traffic calming to address traffic conditions considered disruptive to the quality of life for residents in these areas.

- When reviewing the response times being achieved within the two control areas (Sandy Hill and Britannia), the data indicates that response times have decreased (have become better) between 1997/98 to 1999/00. Fire Services has indicated that this improvement is a result of initiatives undertaken by Fire Services to improve response times throughout the City.
- Within Centretown, the data indicates that improvements are not being realized and that response times for southern Centretown have in fact increased. Fire Services attributes this increase and the inability to achieve decreased response times (as is being achieved elsewhere) directly to the speed humps on Lyon Street. Lyon Street, which is a major north south connection from Somerset to the area of Centretown between Bank, Bronson, Somerset and the Queensway, is avoided by fire vehicle drivers since the implementation of the speed humps, in favour of more indirect and slower routes where drivers are not required to traverse vertical roadway deflections.

In 1996, Ottawa Fire Services, in conjunction with the former Department of Engineering and Works, undertook time trial runs to ascertain the speed that fire equipment can traverse a speed hump. These tests indicated that a rescue vehicle is able to traverse a single speed hump at 15 km/h, with 20 km/h being the maximum. Drivers generally found speeds at 20 km/h and over to be problematic. For larger and heavier vehicles, a speed of 10 km/h for a single hump was the typical speed that a driver would traverse a hump, with 15 km/h being the maximum.

While the actual time delay caused by a speed hump has not been specifically quantified by the Ottawa Fire Services, such studies have been undertaken by several jurisdictions throughout North America. Although not specific to the City of Ottawa, this does allow for some determination to be made as to the effects that vertical measures can have, and to identify the trade-offs that would have to be accepted with the implementation of vertical measures along emergency response routes. Studies undertaken by other jurisdictions on impacts of vertical measures on response times and the strategies that have been employed elsewhere to deal with minimizing impact on emergency services are highlighted in the following section.

#### Experiences of Other Jurisdictions

Issues and concerns of the impact of vertical measures on emergency services is not unique to the City of Ottawa. Many jurisdictions throughout North America are experiencing similar issues and have undertaken studies to quantify impacts. The level of information available is extensive.

With respect to the central issue at hand, studies undertaken by other jurisdictions (Austin, Texas; Portland, Oregon; Bethesda, Maryland) confirm the results of the speed tests done by Ottawa Fire Services and in time trial studies undertaken to quantify the delay in response

time caused by speed humps, consistently indicate that a single speed hump, depending on the type and size of the vehicle, adds approximately 10 seconds to the response time for emergency vehicles. This time in and of itself, while not significant, can have a significant cumulative impact where several humps are located in progression along a street. For a series of 5 humps, the actual delay can be up to 1 minute depending on spacing and the ability of emergency vehicles to regain speed before being required to slow to traverse a subsequent hump.

The single most common initiative by jurisdictions where traffic calming programs are in place to deal with issues and concerns of emergency services is to not permit the implementation of traffic calming measures that can impact response times along defined emergency response routes (Toronto; Berkeley, California; Boulder, Colorado; Portland, Maine; Portland, Oregon).

#### Designation of Emergency Response Routes

Based on the information provided by Fire Services, and in reviewing experiences from other jurisdictions, the Department agrees that speed humps on roadways frequently used as emergency response routes adversely impact response times. The evaluation study also recommends that the City and Region define emergency response routes, and that vertical measures not be considered for implementation along these routes, in order to ensure that an appropriate balance is maintained with respect to the function of different roadways. The Department, therefore, considers it appropriate that emergency response routes be defined and, to ensure that emergency services are not adversely impacted, to establish a policy whereby vertical measures would not be implemented along such routes.

Recommendation 3 is directed to seeking Council's concurrence for the need to define emergency response routes for the City of Ottawa and for Council to establish a position to have the new City of Ottawa establish an emergency response route system for the new City based on the details and the potential emergency response routes set out in **Document 5**. The system, because it would comprise both City and Regional roads, cannot be formally established by the current City of Ottawa, and given the pending amalgamation, is best developed by the new City. In establishing the system, consultation will be required with the three emergency service providers. **Document 5** sets out the details and a potential emergency response route system for the core area of the current City of Ottawa that includes both city and regional roads. The potential emergency response routes identified would serve as the basis for further discussion with the emergency service providers.

The basis for defining an emergency response route system for the new City of Ottawa is in direct response to the concerns that the emergency response providers have expressed with vertical traffic calming measures along roads used for the longer segment of emergency response trips - typically regional roads and some collector roads (see discussion in **Document 5**). It is these roads, due to their design and connectivity, that allow emergency service providers to respond promptly to emergency calls. As reflected by the data compiled

by Fire Services on the impacts of the speed humps along Lyon Street on emergency response times, the Department is satisfied that this quantifiable data supports the claims by emergency service providers that permanent roadway features not required for traffic control (i.e. stop controls) but that are designed to slow traffic impedes the ability of emergency service providers to achieve the response time targets that have been established by Council.

Until an emergency response system is formally established, staff are recommending that Council not approve the implementation of any vertical traffic calming measures on City streets that are identified on **Document 5** as potential emergency response routes. These potential routes have been determined in consultation with Fire Services and are routes that they deem critical for the longer more direct leg of emergency response trips.

#### Recommendation 4

On June 28, 2000, CSOC considered a Departmental report dealing with the implementation of roadway modifications as part of the 2000 Road and Sewer Reconstruction Program. One of the Departmental recommendations (Recommendation 2) was:

*“That Council not approve the construction of raised crosswalks on Gladstone Avenue at Bay Street and Percy Street due to concerns with emergency vehicles.”*

Committee and Council deferred consideration of this recommendation pending completion of the evaluation study and pending additional analysis of technical data from Fire Services to quantify the impacts of vertical measures on emergency response times and as noted in the **Document 1**, approved a motion that in part directed:

*“... that specific alternative measures be brought forward to replace vertical measures, where those measures are deemed not acceptable, that have the same traffic calming effect.”*

Fire Services has identified Gladstone Avenue as a primary emergency response route for Centretown. Accordingly, under Recommendation 3, Gladstone Avenue has been identified as a street to be considered for designation as an emergency response route by the new City and a recommendation is provided that Council not implement vertical measures along streets to be considered for an emergency response route system. Gladstone Avenue also serves as a high frequency, high volume transit route.

The Department has also assessed the proposed raised crosswalks in the context of the matters to be addressed by a traffic calming policy as set out in **Document 4** and specifically, whether the raised crosswalks would meet the tests of need, justification and appropriateness (as conceptually defined within **Document 4**). In this regard, the tests of need and justification can be met, however, the test of appropriateness is not met. This test is focussed on roadway function/service delivery related to the roads classification, use by transit and use as an emergency response route.

Based on the foregoing, the technical information provided by Fire Services (as discussed under Recommendation 3), and the findings of the evaluation study (as discussed under Recommendation 2 and highlighted in **Document 3**), the Department is maintaining its position that raised crosswalks should not be implemented along Gladstone Avenue at Bay Street and at Percy Street. The Department therefore is recommending that Recommendation 2, as set out in report ACS2000-PW-LTB-0020, be approved.

With respect to alternative measures that could be considered in lieu of the raised crosswalks to provide for the same traffic calming effect (as per the Council-approved Motion), the Department would advise that several options were examined for Gladstone Avenue through the consultation that was undertaken with the community in the Spring, in developing the roadway modification plan for the street. These options examined modifications that could be introduced to improve the environment of the street for pedestrians and cyclists and included narrowing the street, curb extensions to define on street parking and to reduce pedestrian crossing distances at intersections, and landscaping. While these measures do not have the same effect on reducing traffic speeds as speed humps or raised crosswalks, they will enhance the street environment and in conjunction with land use changes and increased animation as identified and recommended through the Gladstone Improvement Initiative Study, can provide for a natural calming of the street in a manner similar to what is found along streets such as Somerset and Bank. Along these streets, there has been no traffic calming from the perspective of introducing physical deflections within the roadway. Rather, the streets have been calmed by virtue of the activity and the animation created by the uses that line the streets.

#### Recommendation 5

City Council, in considering Departmental reports in 1999 and 2000 for roadway modifications for implementation as part of the Road and Sewer Reconstruction Program projects, deferred implementation of vertical traffic calming measures for several local City streets within the Centretown area and for Wilbrod Street in Sandy Hill pending completion of the evaluation study. Under the Road and Sewer Reconstruction Program, vertical traffic calming measures for possible implementation were identified for the following streets:

- Wilbrod Street            4 speed humps
- Florence Street        4 speed humps
- Arlington Street       2 speed humps and 1 flat top speed hump
- Waverley Street        5 speed humps
- McLeod Street          5 speed humps
- Flora Street            8 speed humps

- Argyle Street                    1 raised crosswalk

(Note: This list does not include the two raised crosswalks along Gladstone Avenue that have been dealt with under Recommendation 4.)

The vertical measures for the streets noted have been assessed relative to the findings of the evaluation study. Central to these findings is a need to establish a traffic calming policy for the City which, as detailed in **Document 4**, would address a number of matters. Among these are conditions under which different traffic calming measures could be considered for implementation based on a “three-prong” test related to need, justification and appropriateness. The considerations that would apply to each of these tests have been conceptually defined within **Document 4**.

The implementation of vertical measures (in this case, speed humps) on these local roads should only proceed if it is concluded that all three tests are satisfied.

With the exception of Wilbrod, (which is classified as a collector road in the City’s Official Plan, but functions as a local street), all the streets are classified as local residential streets. Through the evaluation study, it has been determined that implementation of vertical measures along local streets and many residential collector streets will not adversely impact the functioning of the street. The primary roadway user groups for these streets are the residents of the street and residents in the immediate area who through the traffic calming plans expressed support for and participated in determining the traffic calming measure proposed for the streets. None of the streets in question serve as emergency response routes and none carry high frequency transit service. While the streets may be used as school bus routes and may be used by Para Transpo, these user groups are not high volume or high frequency users. Based on the foregoing, it can be concluded that the “justification” and “appropriateness” tests, as conceptually defined, are met.

To determine whether there is technical justification or a “need” for implementing the proposed vertical measures, an assessment of current traffic conditions with respect to traffic speed and traffic volume along these streets was undertaken. In reviewing the data, it has been determined that none of the streets in question, at the times that the surveys and counts were undertaken, were experiencing volumes or speeds considered excessive for the streets. As such, from a technical perspective (traffic conditions only being considered) there does not appear to be any “need” for introducing traffic calming measures. To further substantiate this finding would necessitate more extensive data collection, to confirm whether these findings are representative of normal conditions along the street for different days of the week throughout the year and for different time periods.

Given that there does not appear to be a technical “need” for introducing traffic calming along the subject streets, staff consider it inappropriate to proceed with implementation prior to having a traffic calming policy established that clearly sets out conditions under which

traffic calming measures can be considered for implementation. In this regard, it is acknowledged that the future traffic calming policy could conclude that a lower operating speed than 50 km/h is appropriate for local roads. However, given the current speed limits on local roads within the City of Ottawa, and until a policy is developed to a level to include speed and other measures, it is not possible to conclude whether or not vertical measures meet a “need” on the streets in question. As such, deferral of any decision to implement such measures is appropriate. This would allow the measures to be evaluated relative to the future policy framework that would be established.

### Environmental Impact

No environmental impact is anticipated as the recommendations fall within the MEEP Automatic Exclusion List - Section 1 (f) Routine Operations

### Consultation

No public consultation has been solicited specifically for this report, as direction of Council is required prior to proceeding with several matters related to the development of a comprehensive traffic calming policy by the new City of Ottawa, and to the establishment of an emergency response route system. Subject to Council’s disposition, further consultation will be undertaken related to these matters. Other matters dealt with in the report relate to the evaluation study or are a follow up of previous Council approvals/directives related to the implementation of measures as part of the Road and Sewer Reconstruction Program. These matters, as noted below, involved various forms of consultation.

An extensive consultation program was undertaken as part of the Traffic Calming Measures Evaluation Study to obtain input from a wide variety of public interest groups, community groups and different roadway users and residents within areas where traffic calming measures have been implemented. The input provided has been documented within the evaluation study report and supporting technical memos and served as a key element of the evaluation that was undertaken through the evaluation study. It is recommended that the evaluation study be received and that it be used as a basis for the development of a comprehensive traffic calming policy by the new City of Ottawa involving all those who participated in the evaluation study to provide for their ongoing involvement in the formulation of the policy.

In addition to the consultation undertaken for the evaluation study, various forms of consultation also occurred as part of the Road and Sewer Reconstruction Program for those streets where vertical traffic calming measures are being considered for implementation. This consultation was in the form of community notifications, open house meetings, and advertisements in local newspapers. Input provided through this consultation has previously been reported to Committee and Council in Departmental reports dealing with the Road and Sewer Reconstruction Program.

On the issue of physical roadway changes, the Municipal Act, Section 300, requires that public notice of any modifications to the roadway or traffic operations be given in the daily newspaper for 4 consecutive weeks. All required notices were placed in the daily papers for the streets that were part of the 1999 Road and Sewer Reconstruction Program. For the streets that are part of the 2000 Road and Sewer Reconstruction Program, the required notices have been placed in the daily papers so as to permit construction of certain measures, should Council decide to proceed with their implementation as set out in Option 1.

### Departments Consulted

The evaluation study involved consultation with a number of technical agencies to ensure that experiences and concerns of these agencies would be factored into the evaluation study. Among the agencies consulted were the Ottawa Fire Services, Ottawa-Carleton Regional Ambulance Service, OC Transpo, and Ottawa-Carleton Regional Police Service. All expressed concern with implementation of vertical traffic calming measures on roads used as emergency response routes and/or used as high frequency/high volume transit routes. Also, staff of the Operations Branch were consulted related to their concerns and experiences with winter maintaining traffic calmed streets and the additional costs incurred for both winter maintenance and spring cleaning and repairs. Fire Services and Operations Branch have been consulted in the preparation of this submission and a copy of this submission has been provided to the Region of Ottawa-Carleton as a joint participant in the evaluation study. Fire Services, Ottawa-Carleton Police Service, Ottawa-Carleton Ambulance Service and the Region will be further consulted, pending Council's disposition of Recommendation 3, in defining an emergency response route system, and all technical agencies that participated in the evaluation study, including the three emergency service providers and OC Transpo, will be further consulted in developing a traffic calming policy, pending Council's disposition of Recommendation 2.

## Options and Analysis of Options

### Option 1

That the implementation of vertical measures as identified in various Road and Sewer Reconstruction Project reports for possible implementation following completion of the traffic calming evaluation study, be subject to **Document 6**.

### Analysis of Option 1

The measures proposed for implementation under the Road and Sewer Reconstruction Program (**Document 6**) were identified in traffic calming plans that have been approved in principal by Council, subject to technical evaluation, detailed design and public consultation. In the context of the findings of the evaluation study, in addition to the "three-prong" test, (discussed under the rationale for Recommendation 5), the implementation of the vertical measures identified in **Document 6** must also be subject to the following:

1. Council approval of an additional \$30,000 being added annually as a line item in all future roadway maintenance operating budgets as detailed in **Document 6**.
2. Public notification in accordance with the provisions of Section 300 of the Municipal act for those vertical measures identified for implementation as part of the 2000 Road and Sewer Reconstruction Program.

Condition 1 is consistent with Council's previous decisions related to implementation of traffic calming measures and Condition 2 is a requirement of the Municipal Act for all roadway modifications. This requirement has not yet been satisfied for the vertical measures identified for possible implementation in conjunction with the 2000 Road and Sewer Reconstruction Program.

Should Council give approval to proceed with implementation of the 30 vertical measures identified in **Document 6**, it will not be possible to have them constructed this year. Priorities for implementation would therefore be established in consultation with the Councillors representing Wards 5 and 6 and based on the priorities established, the Department of Urban Planning and Public Works would implement the roadway modifications for Florence Street, Arlington Street, Waverley Street, McLeod Street, and Wilbrod Street as detailed in **Document 6**, and subject to Municipal Act advertising, implement the roadway modifications for Flora Street and Argyle Street as detailed in **Document 6**.

## **Disposition**

Recommendations 1 and 2

That copies of this submission (with Council's disposition) and copies of the traffic calming evaluation study included as **Document 2** be made available to those individuals/groups and agencies who participated in the traffic calming evaluation study and that any comments received be forwarded to the new City for consideration in developing a comprehensive traffic calming policy for the new City.

Recommendation 2

City Clerk to forward this recommendation with Council's disposition to the administration of the new City of Ottawa.

Recommendation 3

City Clerk to forward this recommendation with Council's disposition to the administration of the new City of Ottawa.

## **List of Supporting Documentation**

- Document 1 - Background and Memo to CSOC dated September 8, 2000
- Document 2 - Traffic Calming Measures Evaluation Study (distributed separately and on file with City Clerk)
- Document 3 - Highlights of Evaluation Study - Methodology and Findings
- Document 4 - Considerations for Developing a Comprehensive Traffic Calming Policy
- Document 5 - Parameters for Defining an Emergency Response Route System
- Document 6 - Road and Sewer Reconstruction Program - Vertical Measures Implementation
- Document 7 - Speed and Volume Data for Streets Identified on Document 6

## Part II - Supporting Documentation

Document 1

### BACKGROUND AND MEMO TO CSOC DATED SEPTEMBER 8, 2000

#### Background

On June 30, 1999, the Community Services and Operations Committee (CSOC) considered an Information Report prepared by the Department to advise and update Committee and Council on work undertaken and being initiated to evaluate and establish parameters for the implementation of traffic calming measures. In considering the Information Report, the Committee approved the following motion which was subsequently approved by Council.

*That implementation of vertical measures only be considered following the establishment of a comprehensive traffic calming policy that will be developed following completion of the joint evaluation of the pilot traffic calming projects. The joint evaluation is to be completed in 1999, and staff are directed to bring forward a traffic calming policy for approval by Council by March 31, 2000.*

On June 28, 2000, the Department forwarded a follow up Information Report to CSOC to advise of the status of the evaluation study and to advise that a further submission would be provided in the early fall (when the evaluation study was expected to be completed). This report would allow Committee and Council to make decisions on those vertical traffic calming measures that had been identified for possible implementation following completion of the evaluation study in Road and Sewer Reconstruction Program reports. The Committee, in receiving the Information Report, approved the following, which was subsequently approved by Council:

*The Committee recommends that the Commissioner of Urban Planning and Public Works be directed to review the Terms of Reference of the Traffic Calming Evaluation to ensure that appropriate technical analysis is brought forward to City Council and that specific alternate measures be brought forward to replace vertical measures, where those measures are deemed not acceptable, that have the same traffic calming effect.*

The Department, in the context of the discussion at the June 28, 2000, CSOC meeting, understand the foregoing to be directed to quantifying, based on technical data/information, issues and concerns raised by emergency services, and in particular the City of Ottawa Fire Services, about the implementation of vertical traffic calming measures along streets used as emergency response routes.

The following memo to members of CSOC dated September 8, 2000, outlines the Departments response to the June 28, 2000 CSOC motion:

## Memo / Note de service

**To / Destinataire**  
Councillor Stephane Emard-Chabot  
Chair, Community Services and Operations  
Committee

September 8, 2000

**From / Expéditeur**  
Edward M. Robinson  
Commissioner,  
Department of Urban Planning and Public  
Works

ACS2000-PW-LTB-0012

**Subject / Objet:** Traffic Calming Evaluation Study - Terms of Reference Review

Further to Councillor Arnold's request at CSOC on August 30, 2000, I would advise that the Terms of Reference for the Traffic Calming Evaluation Study has been reviewed, as requested by CSOC at its meeting of June 28, 2000.

As set out by the terms of reference, the evaluation study was initiated jointly by the City and Region to provide for a high level evaluation of different types of measures on the three primary classes of streets. Consistent with this focus, the terms of reference provided direction to the consultant to examine issues and concerns of various technical agencies, including emergency services, through focus group sessions, to attain an understanding of the experiences of these agencies with different types of measures on different street types. The terms of reference did not direct that a detailed examination of any single issue be undertaken by the consultant. As the study was nearing completion, and as the study budget was substantially spent at the time of the June 28<sup>th</sup> directive, the Department did not consider it feasible or appropriate to modify the consultant contract to deal with the issues raised by CSOC. This would have required a new contract and new study budget and would have delayed completion of the evaluation study by the consultants under their existing contract.

To respond to the June 28<sup>th</sup> CSOC directive related to concerns of Fire Services with vertical traffic calming measures, the Department undertook the work required in consultation with Fire Services. This involved a detailed examination of technical data available to quantify the impacts of vertical measures on streets used as emergency response routes on emergency response times. Also, the ability of Fire Services to respond to its mandate as the first response unit for all emergency calls and to maintain and improve the emergency response times established by Council in 1982 was examined. The Departmental report being prepared for consideration by CSOC in October will report on the findings of the evaluation study and on the examination undertaken by staff of technical data provided by Fire Services to quantify

the impacts of vertical measures on emergency response times. Further, as reported in June, this report will provide an opportunity for CSOC to deal with the implementation of those vertical traffic calming measures that were deferred in 1999 and 2000 pending completion of the evaluation study.

Edward M. Robinson

c.c. Members of the Community Services and Operations Committee  
John Burke, Chief Administrative Officer

## **HIGHLIGHTS OF EVALUATION STUDY - METHODOLOGY AND FINDINGS**

### **Background**

The evaluation study was initiated in October 1999, when Synectics Transportation Consultants was retained by the City and the Region to undertake the study jointly in accordance with terms of reference developed by the City and the Region. The study examined a representative sampling of different types of measures (vertical and horizontal) on different street types (local, collector and regional).

The traffic calming evaluation study was designed to provide for a high level analysis of different types of measures on different types of streets. Typically, evaluation studies undertaken for specific measures following their implementation have focussed on the effects that the measure has had on changing traffic conditions. In addition to technical considerations related to changes in traffic conditions, the evaluation study examined various environmental considerations, safety issues, economic issues and public perceptions. These, in addition to traffic conditions, are important considerations for improving the quality of the urban environment and are necessary considerations for developing policy. The need for a comprehensive traffic calming policy has been confirmed by Council and is the basis for Recommendation 2.

### **Methodology**

The evaluation study involved compiling all the technical data available from the City and Region for streets being examined as part of the study and initiating a consultation program to obtain input from the public and from a number of technical agencies and interest groups. This input was obtained through the distribution of approximately 10,000 questionnaires; four open houses (for the public input); and focus group sessions, phone interviews and letter invitations for input (technical agencies, interest groups, City and Regional Councillors). A summary and analysis of the compiled information was set out in two technical memos. The actual evaluation focusses on analysing the compiled information relative to five broad evaluation factors as follows:

- mobility considerations;
- safety and security considerations;
- environmental considerations;
- social and community considerations (public perceptions); and
- economic considerations.

The evaluation study was undertaken as a high level analysis that involved aggregating input received through the course of the study related to the two primary types of traffic calming measures (horizontal and vertical) on the three primary street types (local, collector, regional). This level of analysis was identified as most appropriate to assist in defining parameters that would be used in developing a comprehensive policy framework for the implementation of different types of measures along different classes of streets.

Consistent with the high level focus of the study, the evaluation methodology employed was directed to arriving at broad based determinations for horizontal and vertical measures on local, collector and regional roads. These determinations were arrived at using three different processes as a series of checks and balances, drawing on all the information/data collected and analysed, policy directives of both the City and Regional Official Plans, and the function or role of the three different street types in the surface transportation system. The three processes are summarized as follows:

- Is traffic calming **acceptable** to residents of Ottawa?  
Broad-based determinations on acceptability were based on: information that was gathered from the neighbourhood and road user opinion surveys; comments provided by the public at public meetings; and through interviews with selected groups such as business groups.
- Has traffic calming created operational or safety concerns or unacceptable **service delivery**?  
Broad-based determinations on impacts of this nature were based on: technical data gathered by the City and Region, compared to desirable operating conditions for the particular street type and for road users; and information provided by emergency services and other agencies and public interest groups. The mandates of these groups relate to a service delivery function (such as emergency services) that is intrinsically tied to various classes of roads or is focussed on ensuring that various classes of roads can be safely used by different modes - consistent with the roads classification and function in the transportation system (roadway maintenance, cycling and pedestrian groups).
- Has traffic calming achieved the **goals and objectives** prescribed by the City, Region and the community?  
Broad-based determinations in this regard was drawn from before-after technical data collected by the City and Region, and public opinion surveys. Specific goals and objectives were identified from within area traffic calming plans, staff reports dealing with the implementation of the various measures being evaluated, and policy directives set out in the City and Regional Official Plans.

The evaluation itself was not structured to arrive at comparative evaluations between different types of traffic calming measures. Rather, the evaluation of the two primary types of traffic calming measures on each of the three street types has been assessed on its own merits (the absolute impacts) to arrive at broad-based conclusions for a type of traffic

calming measure on a particular class of street.

To provide a framework for evaluation, the streets on which traffic calming measures have been implemented were placed into nine groups according to their class (local, collector, regional) and according to types of traffic calming measures implemented on them (horizontal, vertical, both horizontal and vertical), as shown on the following table.

#### TYPE OF TRAFFIC CALMING MEASURE

<b>ROADWAY CLASS</b>	<b>Horizontal</b>	<b>Vertical</b>	<b>Horizontal and Vertical</b>
<b>Regional</b>	<ul style="list-style-type: none"> <li>• Parkdale Ave.</li> <li>• Laurier Ave. E.</li> </ul>	<ul style="list-style-type: none"> <li>• Lyon St.</li> <li>• Merivale Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Scott St.</li> <li>• Churchill Ave.</li> </ul>
<b>Collector</b>	<ul style="list-style-type: none"> <li>• Clearview Ave.</li> <li>• Sherwood Ave.</li> <li>• Lenester Ave.</li> <li>• Britannia Rd.</li> </ul>	<ul style="list-style-type: none"> <li>• Sunnyside Ave.</li> <li>• Riverdale Ave.</li> <li>• Kimberwick Cr.</li> </ul>	
<b>Local</b>	<ul style="list-style-type: none"> <li>• Cambridge St.</li> <li>• Osgoode St.</li> <li>• Chapel St.</li> </ul>	<ul style="list-style-type: none"> <li>• Stewart St.</li> </ul>	<ul style="list-style-type: none"> <li>• Cartier St.</li> <li>• Laperriere Ave.</li> </ul>

To enable determinations to be made related to the three evaluation processes used, nineteen evaluation criteria under five broad evaluation factors were defined. The criteria were weighted according to their importance for the three street types. The following table shows the factors, the criteria and importance weighting.:

### IMPORTANCE WEIGHTING

<b>Evaluation Factors</b>	<b>Evaluation Criteria</b>	<b>Regional Road</b>	<b>Collector</b>	<b>Local</b>
<b>Mobility Consideration</b>	Walking Comfort, convenience and safety	VI	VI	VI
	Cycling comfort, convenience and safety	VI	VI	VI
	Public transit comfort and convenience	VI	I	NI
	Motor vehicle speeds	I	VI	VI
	Motor vehicle volumes	VI	I	VI
	Compliance with traffic control devices	VI	I	I
	Accessibility	VI	VI	VI
<b>Safety and Security</b>	Potential for collisions	VI	VI	VI
	Emergency response times	VI	I	NI
<b>Environmental</b>	Aesthetics	I	I	I
	Vibrations and noise	I	I	I
	Air quality	VI	VI	VI
	Winter maintenance	VI	I	I
<b>Social and Community</b>	Community cohesion	I	I	VI
	Road user travel experience	VI	I	NI
<b>Economic</b>	Construction and maintenance costs	I	I	I
		I	I	I
	Municipal vehicle maintenance costs	VI	VI	VI
		VI	VI	VI
	Property values			
Impact on business				

VI - very important      I - important      NI - not important

## Key Findings

### 1. Traffic Calming for Different Classes of Streets

**LOCAL ROADS** - Traffic calming on local roads has for the most part been identified as a success with favourable evaluations under the three evaluation processes used in the evaluation study. Issues raised for local roads tend to relate to design and construction problems which can be addressed through better design and construction practices.

**COLLECTOR ROADS** - For collector roads, traffic calming has been determined to be a qualified success with the degree of success being greater for collector roads that

serve primarily to provide connections between regional roads and local roads and that are not used as primary emergency response routes or main transit routes. The one notable issue for collector roads relates to horizontal measures and impacts on cycling. This however is more of a design issue that can be addressed through better design practices to ensure that cyclists will be safely accommodated.

**REGIONAL ROADS** - For regional roads, traffic calming has been determined to be questionable at best with vertical measures being determined to be the least appropriate. In this regard, while there are some positive impacts with respect to improving pedestrian and in some cases, cycling comfort and safety, the negative impacts resulting from vertical measures and to a certain degree from horizontal measures are considered significant. These relate to public acceptability (vertical and horizontal), service delivery and in particular impacts on emergency response times and transit (vertical), roadway maintenance (horizontal), and cycling (horizontal). Issues with horizontal measures for the most part tend to be more design and construction related and can be addressed through better design and construction practices.

## 2. Emergency Services

Widespread implementation of vertical traffic calming measures along streets used by emergency services as emergency response routes (primarily Regional roads and some collector roads) can result in discontinued use of the street by emergency vehicles (particularly fire and ambulance) and can adversely impact emergency response times. Consequently, implementation of vertical measures along roads used as emergency response routes requires that alternative routes be identified and/or that there be acceptance for reduced emergency response times. A lower level of service with respect to response time, and in the case of ambulance, travel time to area hospitals, must be accepted, to minimize equipment damage and to ensure patient safety and emergency services personnel safety. The vertical measures of greatest concern to emergency service providers are speed humps and raised crosswalks. These have the greatest impact on response times. Raised intersections, based on the experiences of emergency service providers, tend not have the same impact on emergency response times and emergency service providers generally found this measure to be easier to traverse - particularly for larger emergency response vehicles. Regardless, there was still concern expressed to having raised intersections along primary response routes.

## 3. On-Street Cycling

Horizontal measures, when not properly planned, can adversely impact cyclist safety particularly where horizontal measures require cyclists to weave and where the road

carries high traffic volumes. Consequently, to ensure that all roads continue to provide for safe shared use of the road by both vehicles and cyclists requires that horizontal measures be implemented so as to ensure that cyclists will not be forced to weave in and out of traffic.

#### 4. Transit Routes

Multiple vertical measures on high frequency transit routes can impact on rider comfort which over time may make use of transit on certain roads less desirable and impact on transit routing plans. Further, there is concern from OC Transpo that transit vehicles which regularly and frequently use streets where vertical measures have been implemented will, over time, be susceptible to structural damage. Both of the foregoing may in turn impact the ability to ensure quality high frequency transit service along roads where there is otherwise potential to achieve high transit ridership, and thus undermine objectives of the City and Region to provide for a transportation system that places priority on reducing the use of the private automobile.

#### 5. Para Transpo

Para Transpo is operated by OC Transpo on all classes of streets providing transit service for the disabled. This user group has been identified as being particularly susceptible to experiencing discomfort as a result of vertical traffic calming measures due to their physical disabilities. Also, Para Transpo has advised that many of their vehicles do not have restraints for wheelchairs which are therefore susceptible to jostling when a vertical measure is traversed.

#### 6. Roadway Maintenance

Additional costs are incurred by the City to provide winter maintenance on streets with horizontal measures. This results from the need for more specialized equipment and/or manual labour to remove snow left after the initial clearing and that could not be removed with conventional snow removal equipment. Typically, one or two return visits/additional passes will be required to maintain service levels. Also, additional costs are incurred related to life-cycle replacement and general repairs (wear-and-tear type of damage from plows to curb extensions, damage to signage, pavement scouring). To maintain levels of service, and to ensure that measures can be repaired/replaced when needed requires that sufficient funds be provided in annual operating budgets when traffic calming measures are approved for implementation. Alternatively, there may be a need to accept reduced levels of service for traffic calmed streets, and possibly adjustments to area-wide levels of service.

Through the study, a better understanding has also been attained on design modifications for both horizontal and vertical measures to further improve the pedestrian environment and on-street cycling safety. The more significant of these are:

- design and locate curb extensions in a way that ensures that cyclists will be able to maintain a line of travel which is continually parallel to that of adjacent traffic (to prevent cyclists from being “squeezed”);
- design and construct curb extensions using materials that will not result in creating a slippery surface in areas intended as the primary walking areas (sidewalk area), such as occurs with the use of inlaid brick pavers, particularly at intersections;
- design and construct raised intersections and raised crosswalks in a way that will allow the visually impaired to determine the location of the curbs that define the edge of the road through the intersection and at a raised crosswalk;
- design and construct all traffic calming measures (vertical and horizontal) so as to ensure appropriate drainage to minimize potential for ponding;
- in conjunction with traffic calming plans, develop signage/landscaping plans in consultation with residents and all appropriate agencies, and implement the plan in conjunction the traffic calming plan to improve the street’s appearance and create a more comfortable attractive street environment for all roadway users; and
- involve pedestrian groups, cycling groups and disabled groups in all traffic calming planning and design processes to ensure that measures are planned, designed and implemented to address the needs of pedestrians, cyclists and the disabled.

### **Recommendations**

Based on the findings of the evaluation study, the consultant has put forward a number of recommendations related to the implementation of vertical and horizontal measures on the three classes of streets. The recommendations, discussed in Section 6.0 and detailed in Section 7.0 of **Document 2** serve as a starting point for developing a traffic calming policy. Following is a summary of key elements of the consultant’s recommendations.

- 1. That guidelines be developed for the implementation of traffic calming measures to set out basic goals, objectives and principals that would be applied to determine need, justification and appropriateness;**
- 2. That public involvement processes that reflect different classes of streets be formalized for traffic calming projects along different street types;**
- 3. That implementation strategies be developed with traffic calming plans to ensure that negative interim impacts on all streets will be minimized;**
- 4. That the City and the Region work with emergency service providers to define an**

**emergency response route system for the City of Ottawa;**

5. **That vertical measures not be implemented along City and Regional roads defined as emergency response routes or along streets used as transit routes (with the possible exception of some low frequency local services);**
6. **That design and construction standards be developed to ensure that future traffic calming measures are planned, designed and constructed so as to avoid some of the design and construction problems that have been encountered and to ensure that the needs of all roadway users, including pedestrians, cyclists, and the disabled, are accommodated;**
7. **That maintenance dollars be identified and approved as a line item in all future operating budgets when Council gives approval to implement traffic calming measures;**
8. That street design standards for new streets be reviewed to determine whether street design modifications are possible that incorporate traffic calming principals;
9. That corner radii at locations that are used or are likely to be used by transit vehicles be selected so as to accommodate transit vehicles;
10. That a comprehensive evaluation process be developed to provide for on-going monitoring and evaluation of traffic calming within the city.

## **CONSIDERATIONS FOR DEVELOPING A COMPREHENSIVE TRAFFIC CALMING POLICY**

Using as a basis the Traffic Calming Measures Evaluation Study (**Document 2**), the new City of Ottawa, in developing a comprehensive traffic calming policy must institute a process that will provide for the continuing participation of all those who participated in the traffic calming measures evaluation study. Also, the policy must at a minimum address a number of matters identified through the course of the evaluation study related to traffic calming planning, implementation and monitoring. These are detailed as follows:

### **Consultation Program**

To maintain continuity with the traffic calming work initiated by the current City and the Region, the process to formulate a comprehensive traffic calming policy for the new City must include a detailed consultation program that will provide for continuing involvement from the public, interest groups and agencies that participated in the Joint City/Region Traffic Calming Measures Evaluation Study.

### **Matters to be Addressed by a Comprehensive Traffic Calming Policy**

Following are a number of matters identified through the evaluation study that should be addressed in a comprehensive traffic calming policy. Many of these reflect and/or respond to the study's recommendations.

1. Guidelines for Initiating Traffic Calming Studies
2. Terms of Reference for Traffic Calming Studies
3. Conditions under which different traffic calming measures can be implemented related to a three-prong test which has been conceptually defined as follows:
  - ▶ need - does the street experience traffic conditions that adversely impacts pedestrians and cyclists, the adjacent urban environment or the quality of life for adjacent residents. (safety, speeds);
  - ▶ justification - does traffic calming potentially address/mitigate adverse traffic conditions to improve conditions for pedestrians and cyclists, the adjacent urban environment and the quality of the life for adjacent residents (resident/road user support, adjacent land uses, high pedestrian volumes); and
  - ▶ appropriateness - will service delivery be maintained at acceptable standards with respect to the roads function in the surface transportation system, roadway

operations and maintenance, emergency response times, and transit with the implementation of traffic calming.(roadway function/service delivery - classification of road/ emergency response route).

4. Definition of emergency response and high frequency transit routes and types of traffic calming measures (other than vertical measures) and initiatives (land use changes, increased enforcement) that can be considered/pursued to address traffic condition concerns on roads designated as emergency response routes.
5. Public participation and technical agency consultation requirements for studies and prior to implementation of any approved measures (Municipal Act Advertising, requirement for a majority percentage of residents along a street to agree to implementation of traffic calming, technical agency concurrence requirements).
6. Design detail considerations (to address cycling issues, pedestrians, roadway operations/maintenance, drainage, etc.).
7. Maintenance standards (quality standards) and costs - requirement to provide on- going maintenance dollars in all future operating budgets when approvals are given to implement traffic calming measures.
8. Pavement markings and signage standards (urban design and aesthetic considerations in addition to safety considerations).
9. Monitoring and evaluation requirements/processes (evaluation methodology, traffic calming data base).
10. Conditions under which traffic calming measures would be altered or removed (safety issues, requirement for a majority percentage of residents along the street agreeing to removal, funding).

## **PARAMETERS FOR DEFINING AND EMERGENCY RESPONSE ROUTE SYSTEM**

### **Context**

The evaluation study has determined that vertical traffic calming measures are very effective in reducing vehicular speeds along streets where speeding is a concern for pedestrians and cyclists. The study has also determined that vertical measures along roads that have as their primary function the movement of goods and people (regional and some collector roads), and that are used as emergency response routes, requires that other factors related to the roads function be considered prior to proceeding with a decision to implement vertical measures. In this regard, the study concluded that implementation of vertical measures along roads used as emergency response routes and that typically also carry high frequency transit service, while reducing speeds, can also adversely impact emergency response time and transit service. As such, one of the study recommendations is that vertical measures not be implemented along roads used as emergency response routes and that are also used as high frequency high volume transit routes.

### **Highlights of Concerns Expressed by Emergency Service Providers - Vertical Measures**

- **City of Ottawa Fire Services**
  - ▶ primary response routes should remain unimpeded for all users
  - ▶ traffic calming on collector roadways that are not a primary response route is acceptable
  - ▶ no concerns with vertical measures on local roads
  - ▶ Lyon street is no longer used as a primary response route
  - ▶ fire vehicles have sustained damage at the Sunnyside device
  - ▶ compensation claims have been filed by fire services personnel as a result of injuries sustained while traversing the Merivale speed hump
  - ▶ suggestions - Fire Services prefers raised intersections to speed humps; roadways in the vicinity of high frequency call locations should not be candidates for traffic calming (seniors centres, university campuses); Fire Services would like more input in traffic calming in the future; Fire Services could provide a map of aggregate response routes to assist in determining appropriate devices and locations

- **Ottawa-Carleton Regional Ambulance Service**
  - ▶ potential injury to patient or operators while traversing the device
  - ▶ potential increase in other accidents on traffic calmed roadways
  - ▶ increased response time on traffic calmed roadways
  - ▶ Lyon street is no longer a primary response route - drivers now use Bronson Avenue
  - ▶ prefer raised intersections to speed humps since they are easier to traverse
  - ▶ drivers avoid Merivale speed hump
  - ▶ vertical measures on local roads and secondary roads that do not serve as primary emergency response routes is not a problem
  - ▶ suggestions - consider locations with a high frequency of calls (retirement homes, apartments, university complexes); consider cumulative impacts of the number of devices on travel time and vehicle operations; primary response route map development would assist in determining appropriate devices.
  
- **Ottawa-Carleton Regional Police Services**
  - ▶ impact response times minimally
  - ▶ supports if they are effective at reducing speeding
  - ▶ would prefer that vertical measures be kept off emergency response routes
  - ▶ raised intersections are an effective device for reducing speeds
  - ▶ Lyon Street humps pose a hazard and have resulted in vehicles losing control and sustaining damage
  - ▶ police tend to avoid Lyon Street when possible
  - ▶ Lyon Street humps have resulted in an increase in complaints to the police department, although speeding complaints are down
  - ▶ suggestions - design speed humps to allow for travel at 50 kph; suggest that only horizontal measures be implemented along emergency response routes; ensure the appropriateness of devices for their location

## Characteristics of Emergency Response Routes

An emergency response route can be defined as a public road that serves primarily the longer most direct leg of emergency response trips and that facilitates overall safe and timely emergency response. Generally, higher order roads, or roads that have as their primary function the movement of people and goods, would typically be used as emergency response routes by emergency service providers.

Within the City of Ottawa context, the longer more direct leg of emergency response trips are mostly provided by Regional roads and in some cases by City collector roads that provide direct linkages between Regional roads and/or that provide the primary connection from a fire station to a Regional road. These roads are capable of facilitating prompt emergency response by virtue of their design which, typically, is directed to providing for efficient traffic movement (these roads also commonly accommodate primary transit routes).

The shorter legs of emergency response trips typically are accommodated along local streets that serve primarily to provide access to properties, and collector streets that are not critical linkages between regional roads. These streets typically are designed for lower volume and lower speed traffic, recognizing their primary purpose to provide access to abutting properties and to provide linkages between local and higher order roads.

The proposed/potential emergency response routes shown on the map included at the end of **Document 5** were selected in consultation with Ottawa Fire Services. They are the first response emergency service provider within the City and provide service from fixed locations. A preliminary emergency response route map was developed for the central city area (to include areas where traffic calming plans are in place) with Fire Services on the basis of the ability of roads to accommodate timely response for the longer, more direct leg of emergency response trips in the context of the locations of the fire stations and the regular use by Fire Services of these roads in their response to emergency calls. The potential emergency response routes identified must now be reviewed by Ambulance Services and Police Services (and possibly 911) and adjusted as required to ensure primary routing needs for all emergency service providers will be accommodated.

## Policy Directives

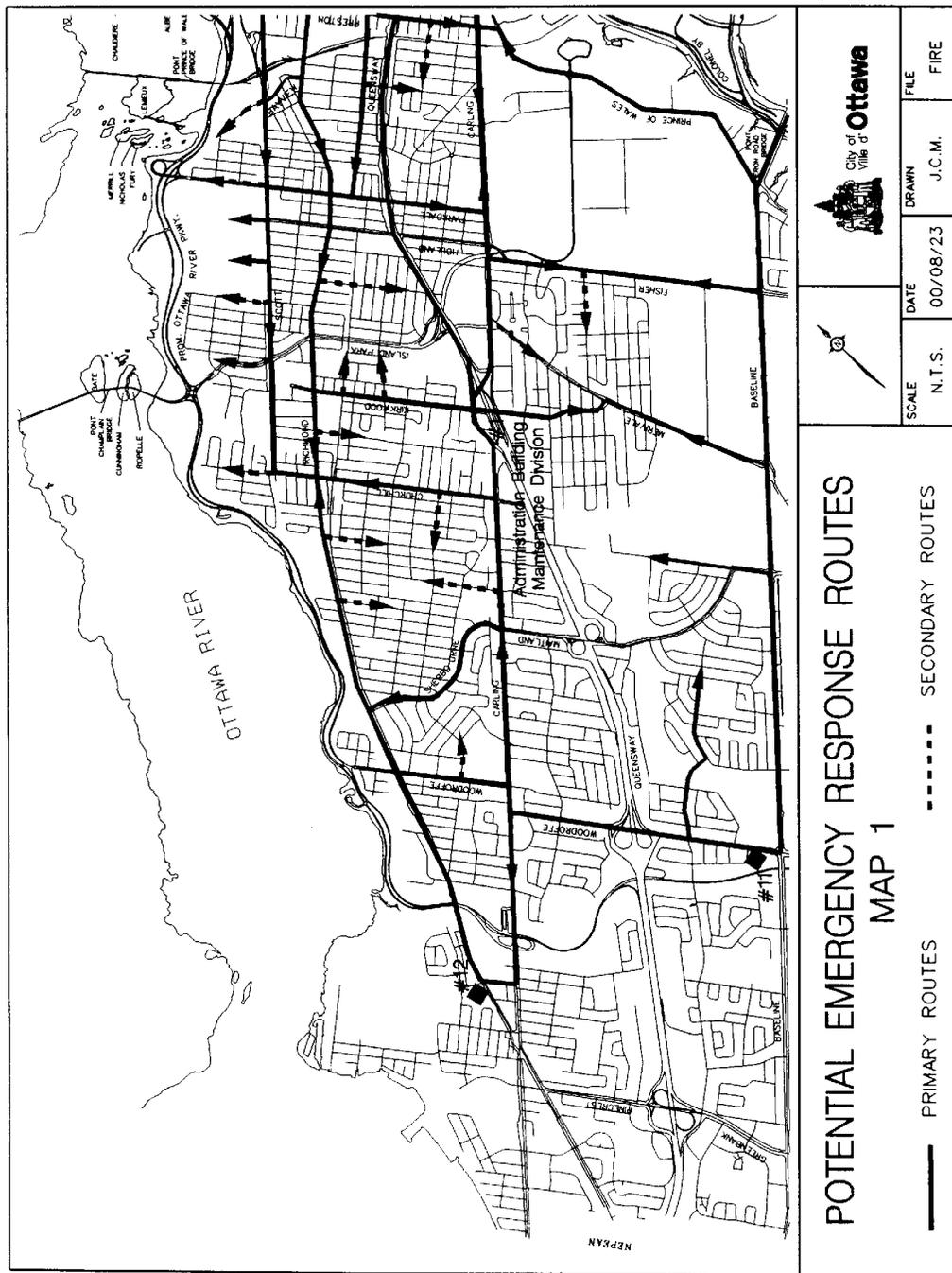
With the future establishment of an emergency response route system, it is considered critical that a policy also be established to not implement vertical traffic calming measures along roads designated as emergency response routes. This would be a key element of a traffic calming policy for the new City. With such a framework (defined emergency response routes and a policy to not implement vertical measures along these routes), further implementation of physical roadway modifications (vertical and horizontal measures) could be considered for streets not designated within the emergency response route system, and provide a common understanding that these measures will not adversely impact emergency services. For streets that are designated within the emergency response route system, policy

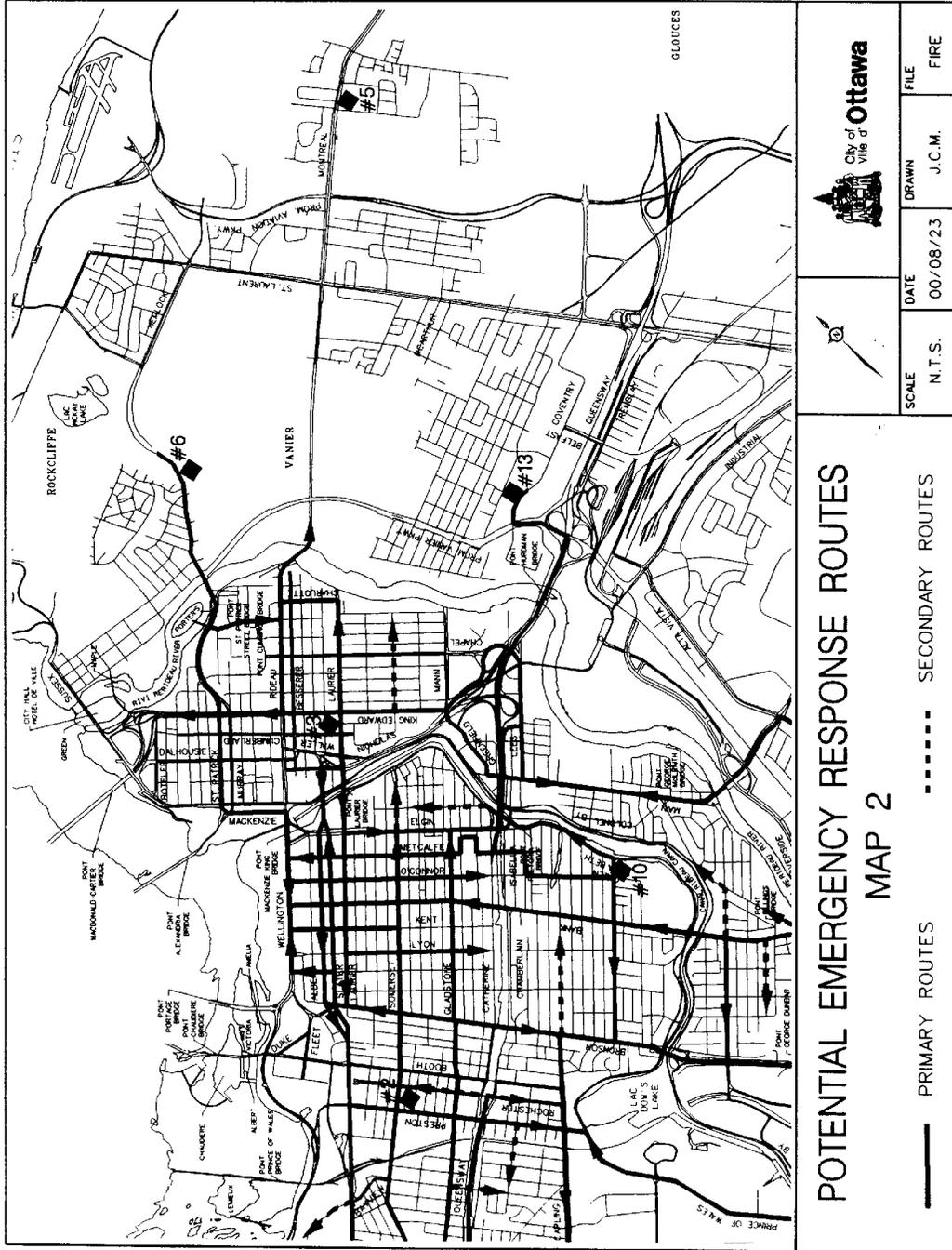
direction and resources can be applied to pursue other options to address traffic conditions. This could include consideration of horizontal measures, land use changes to provide for increased animation that can result in natural traffic calming (ie: Bank Street), or increasing enforcement resources for these streets, with decreased enforcement resources being applied to streets that may be eligible for traffic calming. Policies and strategies of this nature, that are based on defining an emergency response route system, would provide for achieving an appropriate balance between competing roadway interests and would provide for directing appropriate resources to the different classes of streets. This will ensure:

- that traffic conditions on all classes of roads are appropriate for the uses and activities along these roads;
- that traffic conditions do not adversely detract from the use of all classes of roads by pedestrians and cyclists, particularly in residential and employment areas; and
- that traffic conditions do not detract from the quality of the urban environment.

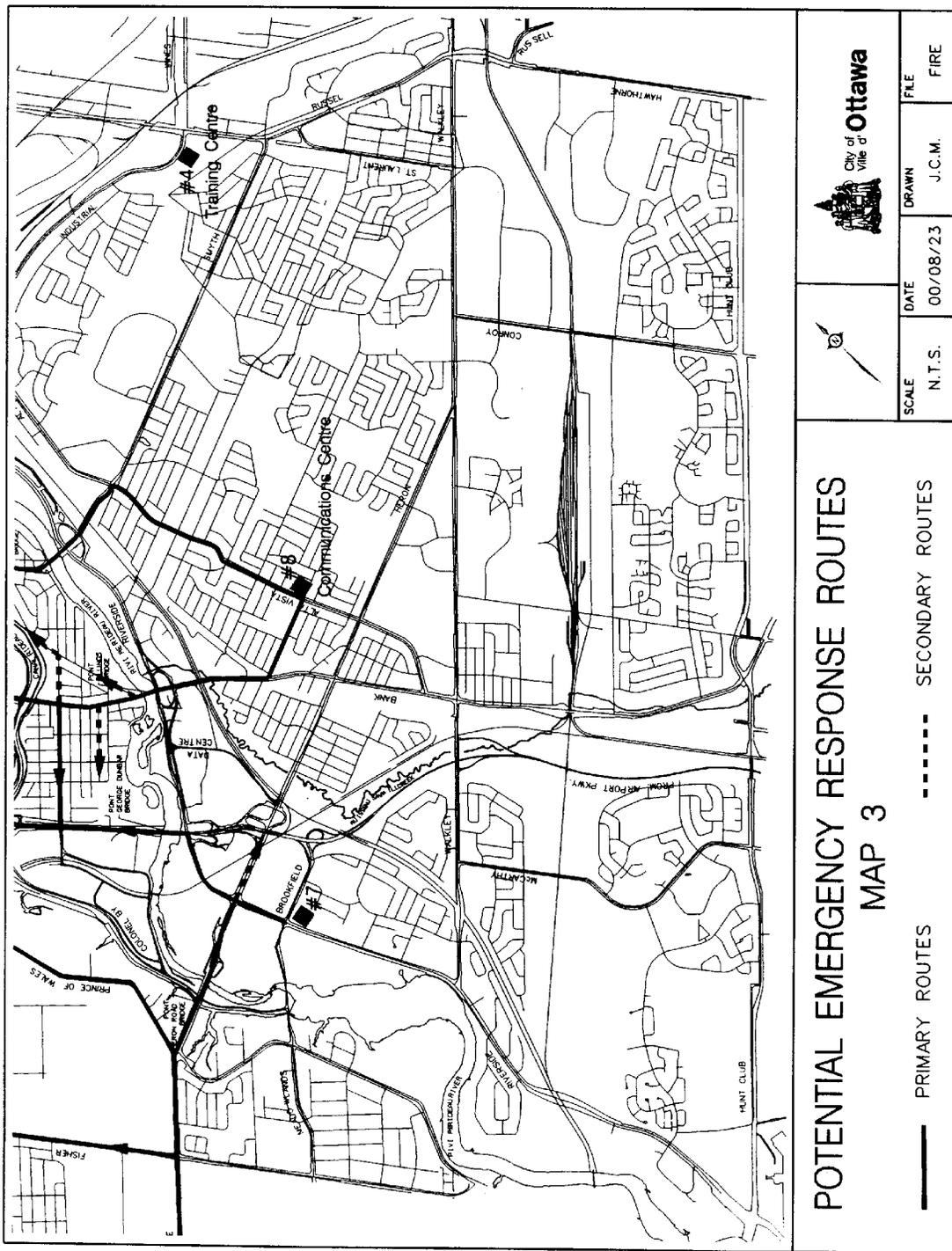
MAPS - POTENTIAL EMERGENCY RESPONSE ROUTES

MAP 1





MAP 3



### ROAD AND SEWER RECONSTRUCTION PROGRAM -VERTICAL MEASURES IMPLEMENTATION

Street	Measure	Location	Construction Cost	Maintenance Cost (Annual)
Florence Street	1 speed hump	Between Bay and Lyon	\$2,500	\$1,000
	2 speed humps	Between Lyon and Kent	\$5,000	\$2,000
	1 speed hump	Between Kent and Bank	\$2,500	\$1,000
Arlington Street	2 speed humps	Between Kent and Bank	\$5,000	\$2,000
	1 flat top speed hump	at Kent	\$2,000 - City \$2,000 - ROC	\$1,000
Waverley Street	2 speed humps	Between Elgin and Cartier	\$5,000	\$2,000
	1 speed hump	Between Bank and O'Connor	\$2,500	\$1,000
	2 speed humps	Between O'Connor and Metcalfe	\$5,000	\$2,000
McLeod Street	2 speed humps	Between Elgin and Cartier	\$5,000	\$2,000
	2 speed humps	Between Cartier and QEW	\$5,000	\$2,000
	1 speed hump	Between Bank and O'Connor	\$2,500	\$1,000
Wilbrod Street	2 speed humps	Between King Edward and Nelson	\$5,000	\$2,000
	2 speed humps	Between Nelson and Friel	\$5,000	\$2,000
Flora Street*	3 speed humps (for 2000)	Between Bronson and Percy	\$7,500	\$3,000
	1 speed hump (for 2001)	Between Percy and Bay	\$2,500	\$1,000
	1 speed hump (for 2001)	Between Bay and Lyon	\$2,500	\$1,000
	2 speed humps (for 2001)	Between Lyon and Kent	\$5,000	\$2,000
	1 speed humps (for 2001)	Between Kent and Bank	\$2,500	\$1,000
Argyle Street*	1 raised crosswalk	at Metcalfe (west	\$5,000	\$1,000

approach)

**Implementation of the above measures will be subject to:**

- Council approval of maintenance funds as set out for the measures to be implemented in all future roadway maintenance operating budgets.
- Public notification in accordance with the provisions of Section 300 of the Municipal Act for those vertical measures identified for implementation as part of the 2000 Road and Sewer Reconstruction Program (noted with an “\*”).
- Implementation priorities being established in consultation with the Councillors for Ward 5 and Ward 6.

SPEED AND VOLUME DATA FOR STREETS IDENTIFIED IN DOCUMENT 6

Speed Survey Summary using 1998, 1999 and 2000 Data

Location	Average Speed (km/h)			85th Percentile (+/- error) k			Recorded Volume (number vehicles)		
	1998	1999	2000	1998	1999	2000	1998	1999	2000
Arlington between Kent and Bank AM		40	39.9		46.7 (1.3)	46.5 (1.1)		144	198
Arlington between Kent and Bank MidD		37.9			44.1 (1.1)			183	
Arlington between Kent and Bank PM	38.6	37.1		46 (1.1)	44.3 (1.2)		213	221	
Flora between Percy and Bay AM			39.6			46.2 (3.8)			17
Florence between Bank and Kent PM	39.2			45.3 (1.5)			105		
Florence between Bay and Lyon AM			38.5			44.7 (1.3)			135
Florence between Bay and Lyon PM	34.8	34	40.6	41.6 (2.7)	40.5 (2.5)	46.7 (1.2)	36	39	158
Florence between Lyon and Kent AM	38.1	36.4	43.2	45.2 (1.8)	44 (1.9)	50.3 (1.6)	94	94	116
McLeod between Bank and O'Connor	38.2	40.7	36.1	46.0 (1.6)	48 (1.6)	44.5 (1.8)	138	121	120
McLeod between Bank and O'Connor		38.4	39.2		45.7 (1.4)	47.1 (1.8)		165	110
McLeod between Cartier and Egin PM	38			46.2 (3.0)			86		
McLeod between Cartier and QEW	39.6			47.2 (4.4)			31		
Waverley btw Elgin and Cartier AM	35			42.1 (3.4)				55	
Waverley btw Bank and O'Connor AM	37.4	38.1		44.6 (1.8)	44.2 (1.5)	89		101	
Waverley btw Bank and O'Connor Mid		36.2			43.0 (1.7)			90	
Waverley btw Bank and O'Connor PM		36.7			43.4 (1.4)			126	
Waverley btw O'Connor and Metcalfe		38.7			46.8 (2.7)			54	
Waverley btw O'Connor and Metcalfe	37.9	38.8		46.6 (2.1)	45.3 (2.0)		83	83	
Wilbrod btw King Edward and Nelson A	44.3	44		51.8 (2.0)	50.2 (1.6)		85	84	
Wilbrod btw King Edward and Nelson P		45.5			53.0 (1.4)			166	
Wilbrod btw Nelson and Friel AM		43.4	37		50.8 (2.1)	44.1 (2.1)		70	66
Wilbrod btw Nelson and Friel MidDay		42.6			50.6 (1.9)			99	
Wilbrod btw Nelson and Friel PM	42.2	44.7		48.9 (1.2)	51.6 (1.4)		174	139	

September 27, 2000

ACS2000-PW-LTB-0041  
(File: JVN3560/0200)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
- City Council / Conseil municipal

Action/Exécution

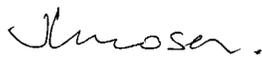
#### **4. Animals - Pound Services**

##### **Animaux - services de fourrière**

### **Recommendations**

1. That the Pound Services Agreement between the Humane Society of Ottawa-Carleton and the eleven lower-tier municipalities, entered into on January 1, 1999 and expiring on December 31, 2000, be extended for one year to December 31, 2001, with no changes to existing terms and conditions including price, and with the addition of the following clause:  
(X) This Contract Extension shall be:
  - i. binding upon the parties hereto and their respective successors and assigns;
  - ii. subject to the availability of funds within the 2001 budget approved by the Council of the new City of Ottawa.
2. That, provided Recommendation 1 is approved, the Capital Facilities Agreement between the City of Ottawa and the Humane Society of Ottawa-Carleton relating to the premises at 101 Champagne Avenue South, which took effect on January 1, 1996 and which expires on December 31, 2000, be extended for one year to December 31, 2001 subject to the approval of the Ottawa Transition Board.

3. That, provided Recommendation 2 is approved by the Ottawa Transition Board, City Council enact a by-law to exempt the Humane Society of Ottawa-Carleton from taxation for municipal and school purposes in 2001.



September 29, 2000 (8:45a)

for/ Edward Robinson  
Commissioner of Urban Planning and  
Public Works

MMB:mmb

Contact: Martha Boyle 244-5300-1-3204

## **Financial Comment**

### **Recommendations 1 and 2:**

Funds in the estimated amount of \$485,000. have been identified as sufficient in the 2001 Operating estimates to continue with the Animal Control programme.

### **Recommendation 3:**

Provisions for tax relief as recommended in this report have also been identified in the 2001 Operating estimates for this purpose.



September 28, 2000 (11:41a)

for Marian Simulik  
Acting City Treasurer

CP:cds

## **Executive Report**

### **Reasons Behind Recommendations**

#### **Recommendation 1**

To ensure uninterrupted pound services in the first year of the amalgamated City of Ottawa, staff of the eleven municipalities that are parties to the current purchase-of-service agreement with the Humane Society of Ottawa-Carleton (HSOC) are recommending to their respective

Councils an extension of the existing contract for one year to December 31, 2001. The addition of the clause relating to assignment and budget is a requirement arising from the Ottawa Transition Board's Financial Guideline No. 2 respecting Service and Supply Contracts. With that addition, and with no other changes to contract terms including price, approval of the extension by the Ottawa Transition Board is granted.

Since January of 1998, the lower-tier municipalities of this Region have purchased their pound services (the tending to stray cats and dogs until either their owners claim them or they are transferred to the shelter as abandoned) from the HSOC. Before that year, the pound -- an essential component of an effective animal control programme -- was funded by an unconditional annual grant from the Region of Ottawa-Carleton. The Humane Society has been this Region's pound services provider since 1933.

The current Pound Services Agreement (PSA) was approved by the eleven municipal Councils in late 1998 for a two-year term expiring on December 31, 2000. The agreement provides, among other things, that the Humane Society will:

- receive, shelter and care for every stray animal brought to it by the public and by City officials in accordance with provincial and municipal regulations governing pounds;
- make all reasonable efforts to reunite the maximum number of animals with their owners;
- keep every stray animal for at least three full days so that the owner might claim it, after which the animal may be adopted out or euthanized;
- ensure that the pound is open to the public seven days a week for a minimum of 44 hours a week so that owners have ample opportunity to claim their pets;
- provide access at all times to City officials for the purpose of delivering stray animals after-hours;
- collect and remit to the municipalities such boarding and pound release fees as the City Councils have approved to be charged to claiming owners as cost-recovery of pound services rendered to their animals.

For those services in 1999 and 2000, the eleven municipalities collectively paid to the HSOC a fixed annual price of \$485,000, apportioned to each municipality commensurate with the volume and length of stay of animals that each would likely put through the pound annually.

It is proposed to continue the relationship with the HSOC for the provision of pound services in 2001 for the following reasons:

- the HSOC is a well-recognized and respected charitable organization with an animal welfare mandate and high care standards;
- the pound side of the HSOC's activities operates on a not-for-profit basis;
- the pound enjoys scale economies by virtue of the companion HSOC shelter operation;
- as this Region's service provider since 1933, the HSOC service delivery model is known to and accepted by citizens;
- adoption opportunities are provided for pound-sourced animals because of the companion shelter operation;
- there is ready access to veterinary care with a veterinary clinic housed within the same building;
- euthanasia is conducted under the supervision of a licensed veterinarian using the preferred method;
- experienced and knowledgeable staff and management are in place;
- the building and its facilities meet the legal requirement for pounds pursuant to the *Animals for Research Act*;
- there has been substantial compliance with the terms and conditions of the 1998 and the 1999-2000 PSA's.

Staff of the eleven municipalities continue to be satisfied that \$485,000 is a reasonable and defensible price to pay for regional pound services. For its part, the HSOC reports that, although it expects 2001 pound costs to exceed \$485,000, it can agree to a one-year extension at that price in consideration of the unique and extenuating circumstances of municipal amalgamation. When time and circumstances permit, but in any event before expiry of the one-year extension, the HSOC will seek to review and negotiate in more detail -- with the staff and Council of the new City -- the pound services it offers and the remuneration to be received in exchange for them in future years.

#### Recommendations 2 and 3

Section 210.1 of The Municipal Act of Ontario authorizes a municipal council to enter into capital facilities agreements with certain types of organizations whereby the organization is exempted from municipal and school taxes in exchange for the provision of services outlined in the agreement. Organizations with a mandate to protect, regulate and control animals may enter into such agreements with a municipality.

In 1996, the City entered into its first capital facilities agreement (CFA) with the HSOC, exempting it from 58% of its annual assessment from 1996 to 2000 inclusive. That percentage was and still is commensurate with the percentage of the HSOC facility that may be said to support the pound operation (the municipal service). In exchange for tax relief, the CFA required that the HSOC provide pound services pursuant to and in accordance with the separate Pound Services Agreement. In the absence of tax relief, the HSOC would presumably have sought to pass on that operating cost through the PSA to the municipalities that fund the pound.

As does the PSA, the Capital Facilities Agreement with the HSOC expires at the end of this year. It is proposed to extend the CFA for another year, as the PSA is also to be extended, in recognition of the municipal pound services to be provided. Tax relief of 58% amounts to approximately \$20,000. For the HSOC, that relief is an essential component of the pound funding package being offered to it for 2001 services.

Pursuant to its Financial Guideline No. 1, the Ottawa Transition Board must approve the tax exemption that would be granted to the HSOC as a result of the one-year extension of the CFA proposed by Recommendation 2.

## Consultation

The eleven lower-tier municipalities were represented in discussions with the HSOC, and all have made or will soon make the extension recommendation to their respective Councils. The Service Restructuring Team responsible for municipal animal control programmes in the new City of Ottawa, that team's Transition Board Sponsor, and the General Manager of Emergency and Protective Services for the new City, within whose Department responsibility for animal control will reside next year, were kept informed of the discussions and concur with the recommendations of this report.

## Disposition

Department of Urban Planning and Public Works (Licensing, Transportation and Buildings Branch) to report City Council's disposition to the other municipalities, to the Humane Society of Ottawa-Carleton, and to the General Manager of Emergency and Protective Services for the new City of Ottawa.

Department of Finance to submit Recommendation 2 to the Ottawa Transition Board for approval, and to report disposition to the Office of the City Solicitor.

Office of the City Solicitor to process to City Council for enactment the by-law giving effect to tax exemption in 2001 upon receipt of Transition Board approval.

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October 4, 2000

ACS2000-PW-LTB-0043  
(File: ACS1300, TAA1100/2000)

Department of Urban Planning and Public  
Works

Ward/Quartier  
City Wide

- Community Services and Operations  
Committee / Comité des services  
communautaires et des opérations
  - City Council / Conseil municipal
- Action/Exécution

### **5. Traffic - By-Law - Towing Vehicles Involved In Accidents**

#### **Règlement municipal sur la circulation - Remorquage de véhicules impliqués dans des accidents**

### **Recommendation**

That the Traffic and Parking By-law 1-1996 be amended, to prohibit a tow truck from parking within 200 m of the site of a motor vehicle accident site except as directed by a constable.



October 4, 2000 (9:31a)

Edward Robinson  
Commissioner of Urban Planning and Public  
Works

WK:wk

Contact: Wilf Koppert - 244-5300 ext. 1-3879

## Financial Comment

There are no financial implications to the recommendation.



October 4, 2000 (2:13p)

for Marian Simulik  
Acting City Treasurer

CP:cds

## Executive Report

### Reasons Behind Recommendation

The Ottawa-Carleton Regional Police Service recently conveyed to the staff of the Region and area municipalities, a problem that police officers are experiencing at the site of motor vehicle collisions.

The Police have a contract with a local company to haul away vehicles involved in collisions. Other towing companies are intercepting the calls for service and immediately dispatch their tow trucks to the accident site. The result of these intercepted calls is that operators of the legally contracted tow truck and the “pirate” tow trucks often end up arguing at the accident site over who will tow away the damaged vehicles. In some instances, the “pirate” towing company(s) arrives first and arranges with the motorists involved in the collision to haul away the vehicles before the responding police officer has an opportunity to investigate the accident and prepare the report.

Some time ago the City of Cumberland amended its Traffic and Parking By-law to reflect the provisions of Section 171 of the Ontario Highway Traffic Act, which prohibits a tow truck to be parked within 200 m of an accident site except as directed by a police officer. It has been requested that the Region and all the remaining area municipalities amend their Traffic and Parking By-laws in a similar manner. Further, it has been requested that this action be taken now and not be deferred to the new City.

### BY-LAW AMENDMENT

To implement these new regulations it is necessary that the Traffic and Parking By-law 1-96 be amended by adding the following headings and section immediately following Section 54.

## TRAFFIC CONTROL AT ACCIDENTS

### Tow Truck Parking

- 54A. (1) No person shall park a tow truck or permit a tow truck to remain parked on a highway within two hundred (200 m) metres of,
- (a) the scene of a motor vehicle accident or apparent accident; or
  - (b) a vehicle involved in an accident except as directed by a constable.

### Offer Of Service

- (2) No person shall make or convey an offer of services of a tow truck while that person is within two hundred (200 m) metres, of,
- (a) the scene of a motor vehicle accident or apparent accident; or
  - (b) a vehicle involved in an accident, except as directed by a constable.

### Economic Impact

No environmental impact is anticipated as the recommendations fall within the MEEP Automatic Exclusion List - Section 1 - Routine Operations.

### Consultation

No public consultation was done as this is a regulation urgently required by the Ottawa-Carleton Regional Police Services to properly manage motor vehicle accident sites.

Further, the police contract to tow vehicles was tendered and all the towing companies had an equal opportunity to submit a bid. This regulation ensures that “pirate” towing companies don't take business away from the contracted towing company.

The Office of the City Solicitor has had input into this report.

### **Disposition**

The Office of the City Solicitor to process enactment of the amending By-law.