

2. PARKDALE AREA TRANSPORTATION STUDY - PUBLIC HEARING

COMMITTEE RECOMMENDATION

Having held a Public Hearing, that Council approve the construction of roadway changes proposed in the Parkdale Area Transportation Study as illustrated in Drawing #1 (TO2263TOA00).

DOCUMENTATION

1. Co-ordinator, Transportation Committee report dated 30 Jun 98 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 21 July 98 immediately follows the report and includes a record of the vote.

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. 03 07-98-0099

DATE 30 June 1998

TO/DEST. Transportation Committee

FROM/EXP. Co-ordinator, Transportation Committee

SUBJECT/OBJET **PARKDALE AREA TRANSPORTATION STUDY -
PUBLIC HEARING**

REPORT RECOMMENDATION

That Council approve the construction of roadway changes proposed in the Parkdale Area Transportation Study as illustrated in Drawing #1 (TO2263TOA00).

BACKGROUND

At its meeting on 17 June 1998, the Transportation Committee approved the attached report dated 1 June 1998 from the Environment and Transportation Department. Council subsequently approved this project on 24 June 1998, subject to a public hearing if required.

The project was advertised in the three daily papers on the following dates: June 27, 28 and July 4, 5 11, 12, 18 and 19, 1998. One objection was received as a result of this advertising and is appended for your reference to the back of the staff report.

*Approved by
Rosemary Nelson*

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. **50 09-98-0053**
 Your File/V/Réf.

DATE 1 June 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **PARKDALE AREA TRANSPORTATION STUDY**

DEPARTMENTAL RECOMMENDATION

That Transportation Committee recommend Council approve:

- 1. the construction of roadway changes proposed in the Parkdale Area Transportation Study as illustrated in Drawing #1 (TO2263TOA00), and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the Municipal Act (Ontario).**

BACKGROUND

Council on 25 February 1998 approved a report recommending that the Parkdale Area Transportation Study, submitted by the City of Ottawa and filed with the Regional Clerk, be received. The Transportation Committee also approved in principle, subject to detailed design and public consultation, those elements of the study pertaining specifically to Parkdale Avenue.

The study was initiated in 1995 to develop a transportation/traffic calming plan that would reduce cut-through traffic volumes and speeds on local streets, improve pedestrian accessibility by reducing conflicts with vehicles, and improve the environment for on-road cycling within the study area. The study was funded by the City of Ottawa and directed by a Steering Committee made up of representatives from the community, the City of Ottawa, the Regional Municipality of Ottawa-Carleton, the Ministry of Transportation of Ontario, and the Consultant (Delcan Corporation).

The Consultant's Report recommended five measures involving construction on Parkdale. As that road is being resurfaced this year, the cost to implement those measures will be significantly

lower if they can be incorporated into that roadwork. To that end, following Council's approval of the plan in principle, Delcan Corporation was retained by this Department to proceed with the detailed design of the Parkdale Avenue measures.

Those measures and their respective intents are:

1. a partially mountable concrete island (centre median) immediately north of the Hwy 417 westbound on/off ramps - to better delineate the northbound left-turn and through lanes and provide for pedestrian refuge;
2. a partially mountable concrete island (centre median) immediately south of the Hwy 417 eastbound on/off ramps - to better delineate the southbound left-turn and through lanes and provide for pedestrian refuge;
3. a reduction of the existing radius on the southeast corner at the Hwy 417 eastbound on ramp - to reduce the speed of northbound right-turning vehicles and shorten the pedestrian crossing distance across that ramp;
4. a narrowing on the southeast corner at Sherwood Drive - to shorten the pedestrian crossing distances across both Parkdale Avenue and Sherwood Drive; and
5. "bulb-outs" between Carling Avenue and Sherwood Drive - to protect "staggered" parking and to provide a "chicane" (to reduce operating speeds on Parkdale) during those periods when parked vehicles are not present.

PUBLIC CONSULTATION

A key component of the Parkdale Area Transportation Study was the involvement of the public. This was achieved through the Steering Committee, focus groups, public open houses and staff and Consultant availability. Prior to implementation of the current "chicane", developed by "staggering" the parking through signed regulations, notifications were distributed to Parkdale residents (Annex A refers). Only one objection was received.

Similar measures have also been approved in principle by Committee and Council as part of the Island Park and Centretown Traffic Calming plans; therefore, this Department will arrange a joint meeting with emergency services (police, fire, ambulance). At that time, specific details of the Parkdale measures will be discussed (since the Delcan drawing will then be available) and "generic" comments pertaining to other traffic-calming measures (such as speed humps, raised intersections, etc.) will be solicited.

The opportunity for further public input will be provided via the public hearing process.

REGIONAL CYCLING ADVISORY GROUP

These measures have been discussed with the RCAG representative and comments/input from that group, if any, will be provided through the public hearing process.

COST ESTIMATE

The following cost estimate is provided for the information of the Transportation Committee and Council.

<u>Item</u>	<u>Cost Estimate</u>
Engineering	\$ 20,000.00
Construction	80,000.00
Miscellaneous	<u>20,000.00</u>
Total Cost Estimate	\$120,000.00 *

* In 1999, Sherwood Drive east of Parkdale is scheduled for sewer restoration. As a result, construction of the “bulb-out/narrowing” at the Parkdale/Sherwood intersection (measure 4. on page 3.) will be deferred until then and incorporated into the road re-instatement work associated with that project. This cost estimate includes \$10,000.00 for that undertaking.

FINANCIAL IMPLICATIONS

As noted above, cost estimates indicate that a financial expenditure of approximately \$120,000.00 is required to implement the recommended measures. If approved by Transportation Committee and Council, funds are available in Account 012-912-30740, Traffic Calming.

*Approved by
Doug Brousseau*

JFB/GM/cf

Attach. (1)

Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre
Cartier Square, 111 Lisgar Street
Ottawa, Ontario K2P 2L7
Environment and Transportation Department

Tel. (613) 560-2064
Fax. (613) 560-6069



Municipalité régionale d'Ottawa-Carleton
Centre Ottawa-Carleton
Place Cartier, 111, rue Lisgar
Ottawa (Ontario) K2P 2L7
Service de l'environnement et des transports

Tél. (613) 560-2064
Télécopieur (613) 560-6069

14 April 1998

File: 50 20-98-R071

**All Residents of Parkdale Avenue between
Carling Avenue and the Queensway**

Dear Sir or Madam

Re: Parkdale Avenue Parking Regulations

On 25 February 1998, Regional Council considered the Parkdale Area Transportation Study and approved in principle, subject to detailed design and public consultation, those elements pertaining to Parkdale Avenue.

To reduce operating speeds and improve safety for pedestrians and residents, the study recommended that "alternate side" parking be tested. This requires that parking be permitted on the east side between Carling and Ruskin (implemented 27 March 1998), that it be shifted to the west side between Ruskin and Kenilworth, and, that it remain on the east side between Kenilworth and Sherwood.

If this "traffic calming" measure proves successful, it will be reinforced through "bulb-outs" installed during resurfacing activities this fall. Bulb-outs are concrete narrowings which protect parked vehicles and serve as curb-lane impediments when parked vehicles are not present.

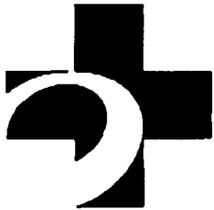
Should you wish to comment on this proposal, please contact Councillor Linda Davis at 560-1222, or the undersigned at 560-1255, on or before 28 April 1998.

Thank you for your assistance.

A handwritten signature in cursive script, appearing to read "J. F. Buck".

J. F. Buck
Supervisor Traffic Investigations
& Surveys Section
Mobility Services Division

JFB/cf



June 5, 1998

Mr. John Buck
Supervisor
Traffic Investigation and Surveillance
Environment and Transportation
RMO
111 Lisgar Street
4th Floor
Ottawa, Ontario
K2P 2L7

Dear Mr. Buck:

Re: Parking on Parkdale Avenue Between Ruskin Street and Carling Avenue

Thank you for addressing this issue. The enclosed video tape will illustrate the ongoing risk associated with the imposition of this new parking along this stretch of Parkdale. Assessment was done mid morning. The hazards witnessed become greater as the day progresses.

Out of concern for our staff and patients, who are the primary users of this parking, we ask that you immediately "bag" these meters pending further discussion aimed at a better final solution.

Thank you in advance for your rapid attention in this concern.

Sincerely,

R. Peter Thompson
Senior Director Facilities and Support Services
Lead Planning Executive Facilities

RPT/dm

Enclosure

Extract of Draft Minute
Transportation Committee
21 July 1998

PARKDALE AREA TRANSPORTATION STUDY - PUBLIC HEARING

- Co-ordinator, Transportation Committee report dated 30 Jun 98

At the outset, John Buck, Supervisor, Traffic Investigation and Surveys advised that the proposed changes have been discussed with the Ministry of Transportation (MTO) who have voiced some concern about the proposal for the roadway modifications. It was emphasized that under the Highway Improvement Act, the Ministry does have the ultimate jurisdiction for a radius of 396 metres from that intersection and therefore any work to be carried out within those limits are subject to their approval. Their concerns relate to technical issues which staff will be discussing with them further, with the hope a solution will be found that is compatible to all parties involved.

As a result of these comments, the question was raised as to whether or not the Region had any recourse were the Ministry to reject the proposal. The Solicitor, Paul Hughes, advised that under the Public Transportation Highway Improvement Act, there is nothing set out in the legislation in terms of appealing any conditions the Ministry may place upon the Region. He indicated, however, that staff would contact their respective counterparts at the Ministry for reconsideration.

Following a brief overview of the proposed changes in and around the intersection, Councillor Cantin inquired whether the median on the north side of the Parkdale/Westmount intersection could be extended further south to discourage motorists from making illegal straight-through movements when they are positioned in the left-turn lane at the Queensway underpass. J. Buck advised this would be a concern for the Ministry because as part of their snow clearing operations, their plows leave the Queensway via Westmount and often enter it again directly at the on-ramp across Parkdale Avenue. In addition, motorists who accidentally get off at Westmount must have an unhindered opportunity to get right back on again at the end of that road. The councillor then questioned whether the option of signage located underneath the Queensway overpass to better direct motorists had been discussed and Mr. Buck confirmed signage to better delineate the lanes on Parkdale Avenue had been proposed to the Ministry; however, there has been no concurrence received at this time. He confirmed this is one of the technical issues staff hope to resolve.

As there was only a large display drawing of the proposed modifications, it was requested that appropriate maps and drawings be included in future reports for ease of reference.

Kate Harrigan, Civic Hospital Neighbourhood Association was pleased to see the parking changes that have already been implemented on Parkdale Avenue and the slower speeds at which motorists are been travelling due to the staggered parking

Extract of Draft Minute
Transportation Committee
21 July 1998

along the road as a result. She noted there has been a reduction by 10km/h and the additional parking spaces provide quick and easy access for people going to the Civic Hospital.

J. Buck agreed with the comments about the speed reduction, illustrating this fact in an overhead graph of “before and after” speeds on Parkdale Avenue. He explained that the improvement is very impressive in this learning exercise, because this is the first traffic calming initiative on a Regional road.

Councillor Davis noted that with the growth of clients to the Civic Hospital and the subsequent increased use of Parkdale Avenue, she hoped the Steering Committee, of which the delegation is a member, would be interested in working with the hospital to encourage eastbound motorists to use the more efficient Carling Avenue exit from the Queensway to access the Civic Hospital, rather than the more commonly used Parkdale exit. Ms. Harrigan indicated the Steering Committee had recommended that the Ministry be encouraged to erect hospital (“H”) signs at that exit; however, it was learned that such a request must come from the hospital itself. She indicated her interest in working with them though in this regard.

Peter Thompson, Planner, Ottawa Hospitals advised that he has been in contact with staff on this and have addressed the issues they felt were important with respect to parking at Ruskin and Parking intersection and the visibility of pedestrians crossing at that intersection. He continued the comments broached by Councillor Davis about the anticipated growth of the Civic Hospital due to the closure of some of the local area hospitals. The impact on the campus will be an increase from 47,000 to 83,000 emergency visits each year, 100 additional beds and 1000 more births. He felt the recommendations being made today are appropriate for the current situation, but suggested that the situation be revisited next summer to determine whether any adjustments should be made, of which he would be interested in being a part of that process. He further confirmed the hospital would be interested in being involved in encouraging motorists to use Carling Avenue instead of Parkdale Avenue as the main Queensway access to the hospital.

That Transportation Committee recommend Council approve the construction of roadway changes proposed in the Parkdale Area Transportation Study as illustrated in Drawing #1 (TO2263TOA00).

CARRIED