

MINUTES  
TRANSPORTATION COMMITTEE  
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
CHAMPLAIN ROOM  
2 JUNE 1999  
1:30 P.M.

PRESENT

Chair: D. Holmes

Members: M. Bellemare, W. Byrne, R. Cantin, L. Davis, C. Doucet, H. Kreling,  
J. Legendre, M. Meilleur

REGRETS M. McGoldrick-Larsen

CONFIRMATION OF MINUTES

Councillor Cantin advised that the comments he made with respect to Item 1, "Red Light Cameras - Status Report" omitted his suggestion to use bumper stickers as part of the Region's "Red Means Stop" advertising campaign". Accordingly, he suggested the Minutes be amended to reflect this advice.

**That the Transportation Committee confirm the Minutes of the meeting of 19 May 1999.**

CARRIED as amended

1. REGIONAL CYCLING ADVISORY GROUP ANNUAL REPORT TO RMOC COUNCIL, 1998

- Co-ordinator, Transportation Committee report dated 18 May 99

*Robin Bennett, Acting Chair, RCAG* advised that they are a group of volunteers who provide suggestions and advice to staff on cycling infrastructure and cycling issues throughout the Region. RCAG also promotes cycling as a transportation mode and identifies problem areas and barriers to cycling based on actual use of cycling facilities.

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Note: 1. Underlining indicates a new or amended recommendation approved by Committee.  
2. Reports requiring Council consideration will be presented to Council on 9 and 23 June 1999 in Transportation Committee Reports 39 and 40.

With proper education, training, promotion and with a properly constructed and complete cycling transportation network year round, RCAG believes they can increase the amount of cycling, thereby improving the quality of life in Ottawa-Carleton by reducing air and noise pollution, creating more people-friendly street environments, et cetera. Of the recommendations contained in their brief, Mr. Bennett advised that the one he felt most strongly about is the request for provision of adequate financial resources to build cycling transportation for the future. He elaborated by stating the present budget allows for only small incremental additions to the network and RCAG recommends that Council consider at least doubling its investment in cycling infrastructure or increasing it to 1% of the total in forthcoming years. To do so, he concluded, would be in keeping with cycling targets specified in the Official Plan and would help move the Region towards a more environmentally conscious future.

Following up to his inquiry about bicycle racks in the suburban areas and the limited space available on sidewalks, Councillor Cantin felt it might be helpful if RCAG were to formulate a position on this particular issue. To staff, the councillor made reference to the shared bicycle lane to be designated on Innes Road and questioned how soon the current lines will have faded enough so the new lane can be painted. D. Brousseau indicated he would investigate and provide that information to the councillor.

Councillor Doucet noted that the Cycling Facilities Improvement Program (CFIP) does not cover infrastructure, but in light of the request from RCAG to increase the budget, he requested an explanation as to why they wanted more money for an advisory function. Mr. Bennett explained that CFIP funds are used for physical improvements to the system and staff determine how those funds are used. He went on to state that RCAG provides advice on some of the priorities of what these projects would be. D. Brousseau clarified that CFIP allows for minor changes to the bicycle infrastructure in order to enhance cycling safety and convenience, not necessarily to make major capital investments in building full bicycle facilities. He added that the current policy calls for the construction of bike facilities in conjunction with all major roadworks and the Region is in fact spending several hundred thousand dollars for cycling facilities along Hawthorne and Conroy roads. He confirmed that staff take the advice of RCAG as to where CFIP monies should be spent.

In response to a question posed by Councillor Legendre about administrative resources available to RCAG, D. Brousseau advised that while Grant Malinsky is the official cycling co-ordinator, this position entails a very small portion of his time. He referred to the report he presented late last year with respect to the creation of a new "Mobility Management Branch", which would consist of a manager and three co-ordinators, to address issues related to pedestrian/cycling, traffic calming and transportation demand management (TDM). The Department is presently in the midst of advertising and filling the various positions.

In view of this, Councillor Legendre presumed therefore, that staff would be coming forward with a request for additional resources to address these issues. D. Brousseau confirmed this, but noted there is a capital budget for TDM, traffic calming and cycling, and staff are paid for out of that budget. He clarified that when the new positions are in place, staff can develop a more sophisticated plan, depending on budget constraints.

Councillor Legendre believed RCAG's request for administrative support was very important and should be addressed. He hoped someone with the appropriate minute-taking expertise would be found from within the Clerk's office to assist this group, but would be comfortable if resources were found from within the Environment and Transportation Department. D. Brousseau advised committee that while there is no existing policy to support advisory committees, the Regional Clerk is currently addressing this matter. The Planning and Development Approvals Commissioner confirmed this issue will be discussed at the next Management Committee meeting. Councillor Doucet's office is currently providing temporary administrative support to RCAG in recording the minutes of their meetings.

*David Gladstone* spoke favourably of the work carried out by RCAG and stressed the necessity of their advice to the Department. In discussions with Ottawalk, it is suggested that a parallel group be created which would provide similar advice as that provided by RCAG, except it would be on behalf of pedestrians. He suggested this advisory group could report to the Planning Department and could provide input to items such as the Walking Security Index. He anticipated such a proposal to come forward from Ottawalk in the near future.

Chair Holmes noted the link between new bicycle facilities and road reconstruction, but questioned how pedestrian and/or bicycle links not associated with road building (e.g. Somerset Street bridge across the Canal) would be funded. Pamela Sweet, Director, Policy and Infrastructure Planning Division advised that staff have done a study of linkages to transit stations, which examines where pedestrian access is lacking or could be improved and a report will be brought forward recommending funding be provided in the 2000 budget. She agreed to find out whether the study refers to bicycle access as well.

The Committee Chair referred to RCAG's request for a Transportation Committee member to sit on their committee and it was suggested all members of Council be canvassed to determine interest. D. Brousseau suggested the membership of advisory committees could be included as part of the review by the Clerk's Department i.e. what constitutes an advisory committee, should it represent all area municipalities, et cetera. The Committee Chair hoped the policy will be a "one-size-fits-all" for all committees.

Councillor Doucet proposed the following:

*WHEREAS the Transportation Master Plan states that bike and pedestrian modes of travel will be given priority over cars;*

*WHEREAS the Cycling Facilities Improvement Program is designed to recommend ways bike travel can be enhanced throughout the Region;*

*WHEREAS the Cycling Facilities Improvement Program is given \$150,000/year to designate towards bike-friendly road construction;*

*BE IT RESOLVED THAT the Cycling Facilities Improvement Program be increased to reflect the Region's commitment to increasing bike travel as stated in the Transportation Master Plan.*

*BE IT FURTHER RESOLVED THAT the RCAG mandate be widened to include cycling safety promotion and activities.*

With respect to the funding aspect of this Motion, if approved, staff would include funds in the 2000 budget.

With respect to the latter portion of the Motion, Councillor Cantin noted this is already being done by Citizens for Safe Cycling (CfSC). In view of this duplication, he could not support that portion and requested the Motion be split for voting purposes. Staff confirmed the Region provides \$40,000 each year to CfSC for cycling safety and promotion programs. Councillor Doucet advised that CfSC had requested RCAG also be involved in safety and promotion.

The committee considered the divided Motion as follows:

Moved by C. Doucet

**WHEREAS the Transportation Master Plan states that bike and pedestrian modes of travel will be given priority over cars;**

**WHEREAS the Cycling Facilities Improvement Program is designed to recommend ways bike travel can be enhanced throughout the Region;**

**WHEREAS the Cycling Facilities Improvement Program is given \$150,000/year to designate towards bike-friendly road construction;**

**BE IT RESOLVED THAT the Cycling Facilities Improvement Program be increased to reflect the Region's commitment to increasing bike travel as stated in the Transportation Master Plan.**

CARRIED  
(H. Kreling dissented)

With respect to the latter portion of the Motion, some members preferred the Motion be referred back to RCAG with a comment to come back from CfSC.

Moved by J. Legendre

**That the following Motion be referred to RCAG: “That the RCAG mandate be widened to include cycling safety promotion and activities.”**

CARRIED

Councillor Legendre expressed his appreciation to RCAG for their input in departmental reports. Too frequently, however, he noted their comments are not always incorporated and he hoped there would be some improvement in this regard in the future. Chair Holmes reiterated these comments and further commended staff for their support of RCAG.

**That the Transportation Committee and Council receive this report for information.**

RECEIVED

TRAFFIC AND PARKING

2. TRAFFIC LIGHTS AND SIGNS: A TOUR OF THE LORETTA AVENUE SITE  
- Co-ordinator, Transportation Committee report dated 7 Apr 99

The committee watched an amusing but educational video detailing the work carried out by staff at Loretta Avenue.

**That the Transportation Committee receive this video presentation for information.**

RECEIVED

3. ELGIN STREET - POTENTIAL VENDING LANES  
- Director, Mobility Services and Corporate Fleet Services report dated 29 Apr 99

The Director of Mobility Services, Doug Brousseau, advised that as per the Transportation Master Plan, the Region must maximize existing capacity on its roads. In this regard, however, the reconstruction of Elgin Street will not add capacity but will simply reinstate what was there while making improvements to pedestrian and cycling facilities.

Councillor Legendre agreed with the general thrust of the staff report and felt the only time this type of use would be permitted would be on special occasions such as Canada Day or on Sundays, when traffic flow is not what it is during the week. D. Brousseau indicated the Special Events Policy already permits that kind of activity.

*David Gladstone, Centretown Citizens Community Association (CCCA)* referred to the comments he made in the fall when the committee considered the report on the Elgin Street reconstruction. At that time, the CCCA urged committee to remove one lane in each direction on Elgin; however, their suggestion was not supported. Although staff argued at that time that all the lanes were needed, he maintained that even with the construction occurring on the street and the reduction of lanes, traffic is still flowing well along this busy thoroughfare. He reiterated the fact that all six lanes are only used to capacity during peak hours, but are severely underused on weekends and evenings. As an active participant in the consultation with respect to the reconstruction of Elgin Street, he was disappointed the CCCA was not consulted in this particular matter about vending lanes.

While staff agreed there was a wide circulation of this report to area business, community associations and others, such distribution did not include the CCCA.

Councillor Cantin referred to the use of the cobblestone area for vending lanes and related his experience in another country where such lanes are permanent fixtures. While these were not situated along busy roads or main streets, he was interested in seeing how it would function here, although he did not see it as being practical because when the shop owners would have to load and unload they would block traffic. The Environment and Transportation Commissioner, Mike Sheflin, advised that if the cobblestones were used they would have to be made load-bearing for vehicles and would require a full road base underneath. While he supported the staff recommendation, the councillor opined that when roads are rebuilt, the Region should examine the possibility of these vending lanes, especially since tourism is such a big industry in the downtown.

Councillor Doucet stated that Elgin Street, between Confederation Park and Wellington street is perhaps the most visual “nexus” for the Region and believed the number of lanes on Elgin is somewhat of an anomaly because they do not fit with the streets it feeds into i.e. Wellington and Rideau streets. He agreed that for most of the time, the lanes are empty and while traffic must be accommodated during the peak periods, he suggested the Region should also maximize the use of the space for the remaining time. He hoped this use could at least be explored as a pilot project, in order to determine their effect.

**That the Transportation Committee recommend Council approve that traffic lanes not be set aside for the use of street vending on Elgin Street between Laurier Avenue and Queen Street.**

CARRIED  
(C. Doucet dissented)

4. ISLAND PARK DRIVE AND MERIVALE ROAD - INSTALLATION OF A TRAFFIC CONTROL SIGNAL AND ASSOCIATED INTERSECTION MODIFICATIONS  
- Director, Mobility Services and Corporate Fleet Services report dated 12 May 99

D. Brousseau, Director of Mobility Services advised that staff have worked with the National Capital Commission (NCC) for years to improve this dangerous intersection and the NCC have finally agreed to make the improvements as recommended.

Councillor Legendre asked why the NCC is not fully responsible for the costs since it is their road that is to be improved and D. Brousseau advised they do not or cannot solve the problem without the Region's support. He added that the RMOC has been part of the traffic calming review of this entire area and this improvement is in fact one of the recommendations out of that initiative. The Commissioner added that it is only because it is the Region's road (Merivale) which abuts their road. The councillor was concerned about the proximity of the traffic signal to the exit ramp from the Queensway, but staff assured committee there is no connection between the two and there should be no impact.

Councillor Byrne questioned whether most collisions at this intersection occur when motorists travelling north on Merivale Road and turn onto Island Park Drive. D. Brousseau advised that the left-turn onto Island Park Drive is where most collisions occur. The councillor was aware of the difficulties of this intersection and felt it was an excellent spot for traffic signals if only to improve the safety of that turn. She recognized that these improvements will greatly benefit the Region.

Councillor Cantin referred to the pedestrian pathway that crosses into the park area and questioned whether it is planned to relocate that crossing to the intersection. Councillor Davis advised that in staff's examination of the entire area, the community did not raise this as a concern.

**That Transportation Committee recommend Council approve the expenditure of up to \$110,000 to assist the National Capital Commission in the reconstruction of the intersection of Island Park Drive and Merivale Road in order that a traffic control signal can be installed.**

CARRIED

5. RIDEAU CARLETON RACEWAY EXPANSION - ROADWAY MODIFICATIONS - REQUEST TO ADVERTISE FOR PUBLIC HEARING  
- Director, Mobility Services and Corporate Fleet Services report dated 27 May 99

**That Transportation Committee approve that staff proceed with the initiation of the public hearing process for roadway modifications required for the expansion of the Rideau Carleton Raceway/Gaming Facility prior to Transportation Committee viewing the functional design.**

CARRIED

ADDITIONAL ITEM

6. CONROY ROAD RECONSTRUCTION REQUESTED MEDIAN BREAK - REQUEST TO ADVERTISE FOR PUBLIC HEARING

- Co-ordinator, Transportation Committee report dated 1 Jun 99

Moved by R. Cantin

**That in accordance with Section 80(3) of the Procedure By-law, the committee approve consideration of this item.**

CARRIED

**That Transportation Committee recommend that staff proceed with the initiation of the public hearing process for roadway modifications required for Conroy Road between Hunt Club Road and Walkley Road, as approved by Council on 26 May 1999.**

CARRIED

INQUIRIES

Bike Racks in Suburban Areas

Councillor Cantin expressed concern about bike racks being installed in the suburban areas, particularly on sidewalks where it leaves barely enough room for pedestrians. He opined there were ample places for a person to lock their bike in such areas and suggested a policy be put in place whereby the contractors responsible for putting up these racks contact the affected councillor to ensure the location is appropriate.

Heron Park - Pedestrian Overpass

Councillor Doucet indicated that residents in Heron Park would like pedestrian access across Sawmill Creek to the Heron Road transitway station; presently, they have to walk about a mile to get to the station and a bridge would bring them to within a few hundred metres instead. He asked that if there has already been a study on this, that staff forward that to him and if not, that staff give an estimation of when this may be feasible to do.

Richmond Road - Reconstruction

Councillor Davis advised there was massive deterioration of the quality of overlay on Richmond Road and questioned whether this was being monitored and if there will be a need to incur some more work pending the reconstruction of the road. She was concerned about



spending a lot of money on overlay now, when the reconstruction is scheduled for 2001/02. She wanted to know if there had been anything new coming out of recent discussions on this and suggested something can be brought back to the committee.

MacArthur Avenue - Boys and Girls Club

Councillor Legendre referred to a letter he received from the Boys and Girls Club on MacArthur Avenue which documents their concerns about children crossing this busy road. They were hopeful that part of the solution was signage to warn motorists of children crossing ahead. The councillor requested some feedback from staff on these discussions.

Vending Machines on Regional Right-of-way

Councillor Meilleur indicated there was a soda vending machine on the sidewalk on Montreal Road and questioned whether it is on the Regional right-of-way. The Commissioner was not aware of this particular situation and advised it may in fact be on private property. He confirmed that except for a souvenir vending machine, no others have been given approval to be on the Region's right-of-way. Pending receipt of the exact location, he agreed to investigate and follow-up with the councillor.

King Edward Avenue - Traffic Counts

Councillor Meilleur advised that at a recent community meeting, it was pointed out to her that the statistics she uses to describe the amount of traffic on King Edward Avenue (40,000 vehicles/day), were incorrect and that there are actually 70,000 vehicles/day. The information, which had been provided to the community by Regional staff, referred to the volumes on the MacDonald-Cartier Bridge in excess of 65,000/day. She was quite concerned about this apparent difference in numbers and asked staff to investigate. The Commissioner advised that the volume on the bridge will be different from that on King Edward itself because traffic is diverted down other streets. The councillor indicated the details she received showed vehicles north and south of St. Patrick Street and staff confirmed they would investigate and give a breakdown of the volumes at the various intersections along King Edward, including the bridge.

ADJOURNMENT

The meeting adjourned at 2:50 p.m.

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CO-ORDINATOR

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CHAIR