

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

3 MAY 2000

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, M. McGoldrick-Larsen

REGRETS M. Meilleur

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 19 April 2000.

CARRIED

2. Reports requiring Council consideration will be presented to Council on 10 May 2000 in Transportation Committee Report 61.

PRESENTATION

1. SAFETY AUDIT - CEDARVIEW ROAD

- Director, Mobility Services and Corporate Fleet Services report dated 18 Apr 00

Phil Pawliuk, Area Engineer, Ministry of Transportation (MTO) and Steve Stoddard, Project Engineer, MTO, Eastern Region provided a brief introduction to the report. Copies of the Executive Summary and the Conclusions and Recommendations were distributed. The full report prepared by the Ministry would be made available to Councillors and the public following the meeting.

John Buck, Manager, Safety and Traffic Studies explained that when the MTO constructed Highway 416, a section of Cedarview Road was moved to the east. At that time, there were some constraints on land acquisition and the road had to be constructed around the said property, resulting in two S-curves in the road. Since the land issue has now been resolved, the Ministry and the Region would like to move ahead to correct this dangerous situation and to expedite this process as quickly as possible. It is hoped that the problems associated with these curves, between West Hunt Club Road and Lytle Avenue, will be remedied by the revised alignment.

Mr. Buck explained that the more southerly of the two S-curves has a radius of 250 metres, which is an extremely tight turn for motorists to maneuver at excessive speeds. It was at this curve where two fatal accidents occurred between 1994 and 1995. The combination of alcohol and excessive speeding were determined to be the prime cause of the accidents. Chevrons were installed along the roadside to provide advance warning to motorists about the upcoming turn. Then, in the fall of 1998, a third fatal accident occurred at the same bend in the road. It was shortly after this accident, that Council approved a Motion brought forward by Councillor McGoldrick-Larsen, that the Region not assume this section of Cedarview Road back into its jurisdiction until such time as remedial measures are taken to improve the design and safety of the road. The MTO was advised of this decision and subsequently hired a consultant to review the matter. The Ministry's report to committee today is the culmination of that study.

Dr. John Robinson, of Delphi Systems Inc., indicated that a sophisticated analysis was conducted to examine the safety issues related to Cedarview Road. His responsibility was to determine the problems and to find the most appropriate and cost-effective solutions. The more salient comments noted were as follows:

- The examination involved many factors including: road geometry, lighting, consistency of road design, traffic volumes/speeds, human factors, road safety factors and collision history;
- It was found that the design speed of the road varied, particularly through the back-to-back curves. Motorists build up an expectation of a road from past experience and from what they have

experienced on the road they are driving on so far. There is a need to present a consistent experience for drivers so they will drive appropriately;

- Traffic has a substantial influence on how the road performs. The typical speed through this area ranges between 85 and 95 km/h. The straight stretches are posted at 80 km/h, while the curves are posted at 60 km/h. Posted speeds are not relevant to the way in which the road is being used and in this situation, are being ignored by the majority of drivers;
- The inconsistency in the geometry of the curves (northerly curve has a 760 m radius and the southerly curve has a 250 m radius) makes for an aggressive roadside which is not forgiving should a vehicle slip off the paved roadway onto the shoulder;
- The absence of lighting compounds the problem of driving after dark through these curves. Illumination will reduce collision rates and “cats eyes” in the centreline would address this issue;
- Chevrons are there to indicate something different is happening. In this particular situation, there are too many chevrons and motorists tend to ignore them as a result;
- Concern was raised that headlights from traffic on Highway 416 were interfering with motorists driving along Cedarview Road. The study concluded, however, that glare was not a safety factor in the area of concern.

In summary, it is recommended that:

1. The roadway be reconstructed in the area of the 250m curve to an alignment that accommodates at least a 450 m radius curve;
2. The existing utility poles adjacent to the southerly curve be relocated;
3. Luminaires be installed along the east side of Cedarview Road from Lytle Avenue to West Hunt Club Road.

Dr. Robinson also suggested implementing an 80 km/h speed limit from Lytle to West Hunt Club, with an advisory (sign) to reduce speed to 60 km/h in the curves. He explained that when an irrational speed is posted, a motorist may apply their brakes suddenly as they come into a reduced speed zone and the vehicles behind them will be forced to brake also, creating a potential for collisions. An advisory speed will give the driver more cause for concern and will improve the safety of this facility. The implementation of a posted speed with an advisory speed will provide a uniform vehicle speed through that area.

He suggested that the following measures could be implemented immediately to address some of the safety concerns: lengthening the existing steel beam guiderail; revising the spacing of chevrons through both curves as appropriate, and; removing some trees at the entrance to The Log Farm to improve site distance for all motorists.

Councillor McGoldrick-Larsen found it difficult to believe that the study concluded that the glare from Highway 416 traffic does not affect motorists on Cedarview Road. As a user of this facility, she maintained that the glare *was* a distraction to drivers travelling in both directions.

With respect to the issue of the land acquisition, Mr. Pawliuk advised that in a recent meeting with representatives from the National Capital Commission (NCC) and Agriculture Canada, he learned that a land claim had been made on NCC properties in eastern Ontario. This requires the Commission to follow a different process for the disposal of the land required for the realignment, and, as a consequence, it could set back the construction from the fall of 2000 to the spring of 2001.

Councillor McGoldrick-Larsen proposed a Motion requesting the Region's support for various items related to the expedition of this matter, including delegating to the Environment and Transportation Commissioner the authority to act on behalf of the Region, in engaging on behalf of the Ministry of Transportation, consultants and contractors following Regional policies. In order to expedite this project, she advised that the MTO is in favour of advancing this project in this way.

The Director of Mobility Services, Doug Brousseau, advised that staff will move immediately to implement those measures suggested in the study e.g. spacing of chevron signs, posted speed signs, et cetera.

Louis Barbeau, President, Cedarhill Community Association indicated that he was also speaking on behalf of Orchard Estates. Mr. Barbeau commended all those involved in the study and was quite encouraged by some of the recommendations. He disagreed, however, with the findings in respect of the berm and the glare. The former (between Cedarview and Highway 416) is not high enough and he too agreed there is glare from approaching northbound traffic on the highway. He referred to the eventual extension of Hope Side Road, noting that if that extension plan develops, Terry Fox Drive will extend to Hope Side Road and over Highway 416 onto Cedarview Road. He wondered, therefore, if the existing highway crossing through The Log Farm will be used as an access point for that traffic onto Cedarview. He suggested that this particular scenario should be examined as part of the study. Mr. Barbeau recognized and was encouraged by the growth in south Nepean and the plan for a business park and residential development further south along Cedarview Road. Such growth, he believed, will increase the pressure on Cedarview Road which is a factor that may not have been taken into consideration.

With regards to the highway crossing at The Log Farm, Councillor McGoldrick-Larsen inquired whether it was built to accommodate traffic for the extension of Hope Side Road. Staff advised that

while that extension is several years off, they would investigate whether or not that is a consideration and they would respond to the community association.

Councillor Cantin posed the question that should the proposed realignment not improve the accident situation, would the Region become a co-defendant if there was a lawsuit based on an error in the design. The Commissioner advised that this road was transferred back from the province and the Region and it has no recourse but to assume responsibility for the facility. The Solicitor added that irrespective of who owns the road, the Motion does provide for a Memorandum of Understanding which will outline the respective roles of each of the parties and would contain indemnification's from liability if required.

When questioned who would be financially responsible for all the work required to improve the road, the Commissioner advised that it would be the Ministry of Transportation. In addition, any staff time associated with the project would be covered by MTO. If the proposal is approved, Transition Board approval would not be required.

In closing, Councillor McGoldrick-Larsen thanked staff and the Ministry for their efforts to address this serious safety concern. She also recognized the support provided by MPP John Baird for this project. She believed that his continuing support and that of the local MP will be required because of the negotiations that will go on with Agriculture Canada. She recognized the team effort which was involved in finding a solution to this very serious problem.

Moved by M. McGoldrick-Larsen

Be it resolved that the RMOC act as Ministry of Transportation's agent for design, construction and property acquisition for the modifications of Cedarview Road;

That the RMOC delegate, to the Commissioner of Environment and Transportation, the authority to act on behalf of the Region, in engaging on behalf of the Ministry of Transportation, consultants and contractors following Regional policies;

That the RMOC direct staff to request Agriculture Canada to allow the Region to proceed with the construction of the works pending the closing of property acquisition, to allow for immediate implementation;

That the RMOC enter into a Memorandum of Understanding with the Ministry of Transportation to implement all of the above, at full cost to the Ministry of Transportation.

CARRIED

That the Transportation Committee receive the report prepared by McCormick Rankin Corporation entitled “Highway 416 Cedarview Road - Lytle Avenue to Hunt Club Road (W.O. 98-43012)” for information, and recommend that Council approve that formal arrangements be entered into between the Regional Municipality of Ottawa-Carleton and the Ontario Ministry of Transportation, to implement the recommendations contained therein.

CARRIED as amended

2. KENT STREET PLAN

- Director of Mobility Services and Corporate Fleet Services report dated 13 Apr 00

Doug Brousseau, Director of Mobility Services and Corporate Fleet Services reminded committee that the Transition Board has not yet approved the budget for traffic calming. He recognized the need to look at ways of making Kent Street a better place to travel and live on, especially since it is a gateway to Parliament Hill and is one of the key access points to the central business district.

Greg Kent, Project Manager indicated that the details of what is being proposed are shown at Annex A to the report. Following a detailed overview of the proposal, he advised that staff dealt with making improvements to the whole street, not just from a traffic calming perspective. The parking strategy which was adopted and implemented two years ago is recommended to continue.

Mr. Brousseau confirmed there are no vertical measures planned, i.e., no speed humps or raised intersections. To further clarify the present parking scheme, he indicated that two years ago the original report on Kent Street pointed out there was no need for four lanes during the peak hours to handle traffic. Staff embarked on an experiment whereby parking was permitted on both sides of the street after rush hour and this has been successful. What is now being proposed is to give one lane over to all-day parking and protect that parking with bulb-outs, complete with a tree in each one. Under this proposal, the downtown would not lose capacity that currently exists. However, he cautioned that the Transportation Master Plan states the need for extra capacity in the downtown and while it may not be needed now, it might be needed sometime in the future.

Councillor Cantin referred to the bulb-out proposed at the intersection of Cooper and Kent and given the direction of traffic on this one-way street, he found it difficult to understand how a tree could be located there and parking beyond it, when what is needed is increased visibility for motorists crossing at that intersection. G. Kent indicated that this concern can be addressed with the types of trees which have been identified by the Regional Forester. D. Brousseau added that this is one of the trade-offs that staff had to deal with. He did not believe it was a serious safety issue. With respect to the proposal to physically prohibit a through-movement at Lisgar and Kent, the councillor believed that no matter how difficult it is made, motorists will still go across when they're not supposed, hence increasing the chance

of collisions. Mr. Brousseau advised that it is Council's decision that the movement be prohibited and all other measures implemented have been unsuccessful. The councillor asked whether fire trucks can negotiate those turns and staff advised that the turning radius has in fact improved with the bulb-outs and staff have contacted the Ottawa Fire Chief to discuss these proposals. Further, they will be working with the Fire Department in regards to the raised crosswalks on the sidestreets and the drainage issues that have been raised by the City of Ottawa. He confirmed this plan should not impact emergency response times.

Councillor Kreling stated that if this plan is approved, it is unclear that the City wants to proceed with raised sidewalks for stormwater purposes. If this is accepted and the Region proceeds with the modifications, he questioned when the raised crosswalks would be installed. Mr. Brousseau responded by stating that if the City does not want the raised crosswalks for stormwater management, staff would not propose they be installed, except for those Council already approved in principle from the Braaksma report. He confirmed they would have the answer from the City before construction begins.

The committee received the following public delegations:

Father Stephen Amesse, Saint Patrick's Basilica objected to the proposed changes to Kent Street, but was not opposed to any efforts to beautify the street. He indicated that the church has thousands of people attending for various reasons, i.e. masses, weddings, community events, et cetera and any changes to Kent Street will affect these people, some of whom come from all across the Region. In addition, there is an aging population which comes to the church, and he was concerned about the impact these modifications would have on emergency access to the church. While he recognized that the downtown will continue to grow, he did not believe limiting vehicle access was the solution. He suggested burying the hydro lines and replacing the sidewalk would enhance the visual aspect of the street.

Councillor Davis was surprised to hear this opposition, especially since the bulb-outs will create a more narrow road thereby making it easier for pedestrians to cross. While he did not disagree with this statement, Father Amesse indicated they had not received any complaints from people having difficulty getting across the street, or about the speeds at which motorists were travelling. While he understood that capacity would not be affected, Father Amesse believed the proposal to switch the parking to the other side of the street will be confusing for drivers, who may take another route to the downtown and avoid Kent Street altogether.

Councillor McGoldrick-Larsen questioned whether the volume on Lyon Street had been reduced as a result of the speed humps which were installed last year and if so, where was the traffic diverted. Mr. Brousseau confirmed there was a modest change, but the data will be collected this summer and a report brought forward to committee in the fall on the results of those and other traffic calming measures, as well as the displacement of traffic.

Councillor Bellemare stated that if the bulb-outs were eliminated, to what extent could streetscaping be implemented in terms of tree planting. Mr. Brousseau advised that it would restrict the ability to plant trees since the bulb-outs provide a place for the tree to grow. At the suggestion of the councillor, he confirmed that staff will be bringing forward a cost-benefit evaluation of the bulb-outs.

Reverend Sharon Moon, First United Church expressed concern for the safety of pedestrians because of the speed at which traffic is moving on Kent Street. She stated there are a lot of elderly parishioners as well as those with young children, who have to cross this busy road to get to the church. She was very pleased with the staff proposal.

Paul Van Steen, Urbandale Corporation submitted a letter dated 3 May 2000 outlining the concerns of the Corporation. They own the building at 360 Lisgar Street as well as the vacant property across the street, so they have an interest in how Lisgar Street functions. They requested a re-evaluation of the proposal to prohibit through movements at Lisgar and Kent. He explained that restricting movements to right-turns only will only serve to contribute to the congestion on Kent Street and motorists will have to travel an additional four blocks to get to the Queensway. He stated that Lisgar is the only street in this project that would have the through traffic restriction so they believe through traffic should be permitted instead of the reinforcement of the forced right turn. With Kent Street being narrowed through the installation of bulb-outs, it will make the crossing distance shorter and perhaps the through movement can be done more safely as a result. He confirmed that their building is not directly impacted, but employees and deliveries to the building will be affected. Mr. Van Steen referred to a letter from Eftia OSS Solutions Inc. which accompanied his letter. As tenants in the office building at 360 Lisgar Street, they also agree that through traffic be permitted at Lisgar and Kent.

Andre Fontaine, Centretown Community Health Centre referred to the numerous child care facilities in the area and the number of seniors and children that cross the street to access the Centre and the local schools. With the speed at which motorists are travelling, he agreed there was a need to calm traffic on Kent Street and he supported the initiative brought forward by staff.

Andy Doyle, McEvoy Shields Funeral Home spoke as a resident, a businessman and a property owner in the area affected. He believed there was not a sufficient vision in the staff report. He made reference to an earlier point made by staff that Kent Street is a major entrance to the Nation's Capital and he was of the opinion that if the street is going to be improved, it should be done right the first time. He remarked on how the hydro poles take away from the streetscape and burying those lines would go far to improving the streetscape. He was concerned that the staff report did not include input from emergency services and he believed their comments should have been incorporated. He believed that if a situation were to occur on another road and traffic had to be diverted to Kent Street, it would completely block the street under this proposal, because the road narrowings, et cetera would only serve to cause gridlock. He was concerned about the bulb-outs because he believed the parked vehicle would serve to calm traffic to a large degree.

Mr. Doyle preferred to see four lanes opened to flowing traffic, particularly in the a.m. peak periods because he believed the current capacity during that period would be better accommodated with the additional lane. He also believed it would be prudent to look at the area north of Somerset Street because the profile of that area is quite different from the area west of Kent Street or south of Somerset, i.e., there are a number of high-rise buildings and commercial businesses. He remarked that restricted turns and narrowing of intersections make the elderly people nervous as they come down the street. He felt it was unreasonable to restrict the through movement at Lisgar Street.

Mark Farren, Centretown Citizens Community Association has been a resident of centretown for 16 years. He supported the spirit of the proposals; however, he and his family were concerned about safety and traffic speeds. He remarked on how people have moved from the area because of the crime as well as the number of accidents on the road. While there have been times when he has reconsidered his commitment to living in the downtown, he has rediscovered a sense of community by working together with others to solve problems. He wanted to convey a message to drivers that once they come off the Queensway they cannot continue to travel at the same rapid pace. He supported the proposal for bulb-outs, noting they will not limit capacity and residents will feel safer because they will be further away from the fast flow of traffic.

Bill Filleter was in favour of bulb-outs because it gets people closer to the other side of the street, therefore decreasing the crossing distance. His children attend Elgin Public School and like many others, they must cross these busy Regional roads. While they did not want to stifle the growth of the downtown, the community would like some controls in place to make them feel more comfortable when they walk along these streets. He thanked staff for the fine approach and the consultation done with residents.

Lois K. Smith remarked that while she was not a resident of the downtown, she did traverse this area frequently. As a transit rider she was pleased with the proposal to move the parking from one side of the street to the other because it will assist transit. She supported the proposal for bulb-outs and to green the street. With respect to the latter comment, she suggested building frames made from sturdy construction to be placed on the bulb-outs and which could hold a plant such as Virginia Creeper, whose growth can be controlled. This plant would provide the necessary greenery and could be used in places not otherwise suitable for trees.

Jim Kargakos strongly objected to the proposal before committee and noted that it was only within the last few weeks that this project has changed from a traffic calming issue to a beautification issue. As an owner of a business on Kent Street for the past decade, Mr. Kargakos believed the proposal will reduce traffic thereby affecting his business. He was very upset with what he saw originally as part of the charrettes, compared to what is before committee today. He believed that the goal is to reduce traffic and if he loses business because of the proposal, he would take legal action. He indicated that he would like to see some measures implemented to improve the heritage characteristic of the street, such as heritage lighting, but believed bulb-outs would be incompatible with the heritage aspects of the street.

He believed they would be a waste of money and would do nothing to slow down traffic. He urged committee to reject the staff recommendations.

Councillor Cantin asked the delegation what measures he thought would improve Kent Street. Mr. Kargakos suggested that burying the hydro lines would be helpful, as well as providing a parking space instead of a bulb-out because they serve the same purpose. He also suggested that widening the sidewalk would be helpful in calming the traffic. The councillor questioned whether staff had looked at having Kent Street revert back to a two-way street and the Commissioner indicated this would be a massive undertaking because there are a lot of businesses which have reoriented themselves to the present one-way flow. There would be a need to look at the entire downtown as well. With respect to the suggestion to bury the hydro wires the commissioner advised that is an extremely expensive operation.

Councillor McGoldrick-Larsen wondered whether the bulb-outs could be eliminated if the pedestrian crossings on the side streets were similar to those at Laurier and Elgin, which are set back from the curb. Staff advised that the number of lanes would be two lanes and with this proposal it would only be one lane with a bulb-out. When questioned how much of the total construction cost would be for the bulb-outs, staff confirmed it is the majority of the total cost.

Bruce Bursey, Centretown Traffic Calming Working Group advised that as a resident of Lyon Street, he was very pleased with the results of the vertical traffic calming measures implemented on the street. Traffic travels at a regular and predictable speed, day and night and it is much safer for residents. Now, the committee is faced with a decision to calm Kent Street, which has one of the highest accidents rates. Motorists are consistently exceeding the posted speed limit. It was for this reason that the Centretown Traffic Calming Plan recommended a reduction in the number of lanes on Kent Street and that a raised intersection be installed at Kent and Gladstone. This combination was believed to be the only way to reach the desired objective to reduce speeding. Mr. Bursey noted that all-day parking on one side of the street has been a win-win situation for the last two years and there has not been a negative affect on volumes. However, he could not support the staff proposal because it did not include a clear commitment for raised intersections. Without these facilities, he believed the plan will not have the desired effect of making Kent Street safer. And, while it will make side-street crossings safer, it will not cause a reduction in speeding or the number of accidents caused as a result. He urged committee to learn from the pilot project on Lyon Street and employ similar techniques on Kent Street.

Nicholas Patterson suggested that the answer to the problems on Kent Street would be found by discarding the Kent Street Plan, employing one more police officer to enforce speeds and to finance that position through the elimination of two by-law enforcement officers. He did not believe much could be done with respect to the beautification of the street. He stated that people are already over-taxed and this has not benefited businesses in the downtown.

Roy Neilson, Bona Building and Management Co. Ltd., indicated that they own an office building at 222 Nepean Street (between Kent and Bank). They also own a parking lot beside the building which extends from Nepean through to Lisgar Street. Presently, with the traffic flow being impeded from crossing Kent at Lisgar, motorists tend to cut through their parking lot and head east to Bank Street and then onto Somerset Street to go west. If a bulb-out is installed at the corner of Kent and Nepean, he was concerned it would impede deliveries to their building. He suggested that something should be done to slow down motorists as they exit the Queensway and head down Kent Street. He believed that if they can be slowed down at Catherine Street, perhaps they would carry on down Kent Street at a slower pace.

Ray Sullivan, Centretown Citizens Ottawa Corporation noted that while arterial roadways are necessary in large cities, four-laned highways are not acceptable on residential roads and Kent Street comes very close to being just that. He supported the staff recommendations and believed the plan is a very good compromise between the interests of centretown residents and the need for an arterial roadway connecting the Queensway to the downtown business district. He was supportive of the use of parking as a traffic calming measure, noting its success in other areas around the Region. Also, he believed the narrowing through bulb-outs will be an effective means of slowing traffic without significantly reducing traffic flow. The bulb-outs are also a significant factor in changing the sight-lines of Kent Street. All these measures change Kent Street from something that looks like a highway to something that looks more like an urban street. The benefits to residents include safety and a better quality of life and improved property values. The effects on motorists are even more important because if a street looks like a highway, people drive accordingly and he was confident that will change with these measures. Mr. Sullivan also believed that this plan offers a balance between motorists looking for an efficient and quick route and local residents who do not want an unsafe, ugly and noisy highway in their community. He urged the committee to adopt this report and to make Kent Street once again a beautiful downtown residential street.

The Committee Chair indicated that she would be proposing a Motion to ask staff to investigate whether Lisgar Street between Bank Street and Kent Street could revert back to a two-way street. This would allow those parking lots to exit onto Bank Street instead of doing that right turn. Staff pointed out that this is a local road and the Region therefore could not review that proposal without the agreement of the City of Ottawa. Rob Orchin, Manager of Transportation Services, City of Ottawa advised that like the Region, the City of Ottawa is experiencing work challenges with the impending amalgamation and therefore could not suggest how quickly the City would be able to proceed with such a review. The Commissioner suggested that staff could report back on the technical challenges by September and the committee could then consider the next stage. Chair Holmes agreed there would be a need to examine every entrance and exit at the Queensway to see if and how that two-way designation could be applied.

Councillor Bellemare proposed that the road narrowings be deferred pending the results of the traffic calming evaluation study.

Councillor McGoldrick-Larsen supported the parking changes and tree plantings along Kent Street as a means of calming traffic. She too believed that burying the hydro lines and refurbishing the sidewalk would be a big improvement. She supported the Motion proposed by Councillor Bellemare because she felt the committee needed that information before it embarks on spending money to install bulb-outs. If these are approved, however, and further down the road it is determined that they are not effective and should be removed, she wondered how easily that could be done.

Councillor Doucet stated that Kent Street is an important gateway to the downtown, but while it should be one of the principle entrances into the city, instead it is four-lanes of cars, butt up against a very narrow and poorly maintained sidewalk, with no trees. He noted that cyclists do not use this street because it is too dangerous and very few people walk along this street. He supported the plan because he believed it was a good start in returning some kind of reasonable balance to Kent Street which has been butchered by the off-ramp at the Queensway. He believed that the only way to reduce the travelled speed of motorists as they come off the Queensway and enter the downtown, is to change the structure of the road.

Councillor Davis referred to the success of the bulb-outs on Parkdale Avenue in slowing down traffic and how well they have been received in that community. With respect to the traffic calming measures implemented on Kirkwood, she noted that the experience of bulb-outs on that road is something to keep in mind if the plan is approved to install similar features on Kent Street. She supported the staff recommendation and suggested looking one year following implementation to see what the impact has been.

Councillor Bellemare indicated that the vertical measures and bulb-outs have still not been evaluated and believed the committee should wait for the evaluation of such measures before proceeding with them elsewhere. He wondered whether in fact a parked car has the same affect as a bulb-out and whether there were other, less expensive, temporary alternatives that could be used, to achieve the same goal. Also, he wondered what the cost would be of removing those features if they prove to be unsuccessful. In view of the fact the evaluation study is not anticipated to come back to the committee until the fall, he maintained that the committee should not proceed with those intersection narrowings until that study comes forward.

Councillor Legendre supported the staff report as proposed because the changes to be implemented will be positive for residents and businesses. Whenever space is made more liveable, people want to be there.

Chair Holmes remarked that this plan has been a long time coming. She indicated that many of the north/south streets in the downtown are on/off ramps to and from the Queensway and questioned how these should be dealt with when there is dense residential and commercial development in the area. She acknowledged the success of the parking plan implemented two years ago on Kent Street and noted

that she had received no complaints with respect to this. She recognized that the plan still maintains the capacity, but changes some of the parking spaces and adds trees because the street has to look different. She agreed that the street must be modified in such a way that it slows the traffic down and that this is a compromise. She stated that since this proposal has nothing to do with capacity but does beautify and provides permanent parking (and perhaps some permanent trees) and it makes it safer for pedestrians to cross at intersections, the committee should proceed with this plan.

Moved by D. Holmes

That staff investigate converting Lisgar Street between Bank Street and Kent Street to two-ways and report back by September 2000 on the technical challenges related to this.

CARRIED

YEAS: M. Bellemare, W. Byrne, R. Cantin, C. Doucet, D. Holmes, H. Kreling,
M. McGoldrick-Larsen....7
NAYS: L. Davis, J. Legendre....2

Moved by M. Bellemare

That the road narrowings be deferred pending the results of the traffic calming evaluation study.

LOST

YEAS: M. Bellemare, R. Cantin, M. McGoldrick-Larsen....3
NAYS:W. Byrne, L. Davis, C. Doucet, D. Holmes, H. Kreling, J. Legendre....6

Moved by D. Holmes

That there be a raised intersection at Kent Street and Somerset Street.

LOST

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes....4
NAYS:M. Bellemare, R. Cantin, H. Kreling, J. Legendre
M. McGoldrick-Larsen....5

Having held a public hearing, that Transportation Committee recommend Council approve the road modifications for Kent Street (Catherine to Gloucester) as identified by the functional plan attached as Annex C (Ainley Group DWG: Kent-01to 05) and detailed within this report.

CARRIED as amended
(M. Bellemare and
M. McGoldrick-Larsen
dissented)

3. MODIFICATIONS TO MERIVALE ROAD FROM FALLOWFIELD ROAD TO OLD HIGHWAY 16 TO ACCOMMODATE THE GROWTH WITHIN THE SOUTH MERIVALE BUSINESS PARK

- Director, Mobility Services and Corporate Fleet Services report dated 18 Apr 00

The Director provided a brief overview of the recommended modifications to the various intersections with Merivale Road. He advised that the modifications will not relieve the long-term problem that affects this community.

Councillor McGoldrick-Larsen inquired as to the status of the Environmental Assessment Studies for Merivale Road between Slack Road and Highway 416 and on Fallowfield Road between Woodroffe Avenue and Prince of Wales Drive. B. Reid advised that the EA for Fallowfield Road is completed from Highway 416 to the east of Woodroffe Avenue, however, no EA has been initiated for Merivale Road. The councillor referred to the letter submitted by the Rideau Glen Ratepayer's Association and asked that it be included as an addendum to the Minutes.

Ivan Ronayne explained that he was in agreement with the philosophy of what is proposed for Merivale Road. As a resident in the area, he noted that a lot of the increased traffic on Merivale Road is a direct result of the growth in the South Merivale Business Park. He noted that many motorists try to avoid the signalized intersection of Fallowfield and Merivale, by cutting through the community on narrow residential streets. This causes some concern because there are many children in the area. It is hoped that enforcement and prohibitive signage will lessen that traffic impact in the community. He suggested that the proposed widening take place only on the west side of the road, away from residential properties which would be safer for residents and would provide a better traffic flow. In closing, Mr. Ronayne hoped the EA for the expansion of Merivale Road to four-lanes could be initiated as quickly as possible.

Councillor McGoldrick-Larsen referred to the growth in the South Merivale Business Park, noting there were currently 3000 employees in this park. In addition, further expansion of JDS

Uniphase could result in an additional 7000 to 9000 jobs within the next few years. The councillor made reference to the concerns raised by residents at a recent community meeting, some of which were detailed in the Rideau Glen Ratepayer's Association letter:

- residents prefer to widen the road on the west side because their homes are on the east and the proposal will bring the traffic closer to their properties;
- residents currently walk along the shoulder of the road because there is no sidewalk on this section of Merivale and by widening the road on the east side it creates more of a safety hazard for them;
- the community would like some tree planting along Merivale to act as a buffer between the road and the community;
- residents are concerned about the negative impact caused by the significant development in the South Merivale Business Park;
- they are very concerned about the travelled speeds on Merivale Road as well as the reduced property values in the area.

The councillor reiterated the fact that 40% of the employees at JDS Uniphase use public transit to get to and from work and preparations must be made over the next couple of years as that company expands.

Councillor McGoldrick-Larsen questioned whether staff had discussed with the National Capital Commission about acquiring lands on the west side in order to put the widening on that side. Mr. Brousseau indicated that staff have not investigated acquiring property, but advised that widening the road on just one side would require changing the ditch alignment, adjusting drainage, et cetera and would increase the cost substantially. He suggested committee might wish staff to contact the City of Nepean to determine their interest in contributing additional funds for this purpose, but this would only serve to delay the project. The councillor agreed that timing is of the essence and that there is a need to proceed with the project. She also believed that the Region must proceed with the EA's in order to meet the demand of development. She proposed that staff be directed to commence EA's for Merivale Road from Slack Road to Prince of Wales Drive and for Fallowfield Road from Woodroffe Avenue to Prince of Wales Drive.

Brendan Reid, Manager, Infrastructure and Project Planning indicated that together those studies would cost approximately \$700,000 and while there had been money identified in the budget, Council has already embarked on three EA's, so it was not known whether there would be funds to carry out these two additional studies. Also, there is a question of the ability of staff

to carry out this work since they are already involved in the other studies. The Committee Chair suggested that staff could perhaps report back in two weeks on the feasibility of proceeding on the Motion, including financial details and staff availability, et cetera. Mr. Reid advised he could do that. In light of his response, Councillor McGoldrick-Larsen withdrew her Motion and suggested it be taken as staff direction to report back.

Some councillors were hesitant to direct staff to undertake such a task, stating such matters are normally raised during the budget process. Councillor Kreling opined that proceeding now would undoubtedly place these EA's ahead of others that are already in the queue. He suggested that if staff are going to be directed to report back, the report should include the associated costs, budget implications as well as the impact on other projects in the queue. Mr. Reid confirmed that moving forward with these EA's would put them ahead of other projects, some which have been around for several years and are nowhere near being completed.

Councillor McGoldrick-Larsen indicated she would not support moving one project ahead of another where there is as great a need. However, she emphasized that there is a need for transportation infrastructure in order to develop the land in the South Merivale Business Park. She was confident that staff will report back on which EA is most in demand right now.

Moved by M. McGoldrick-Larsen

That the following be given as direction to staff:

That staff report back in two weeks time on the feasibility of conducting environmental assessments for Merivale Road between Slack Road and Prince of Wales Drive and on Fallowfield Road between Woodroffe Avenue and Prince of Wales Drive.

LOST

YEAS: M. Bellemare, M. McGoldrick-Larsen....2

NAYS:L. Davis, C. Doucet, D. Holmes, H. Kreling, J. Legendre....5

Having held a public hearing, that Transportation Committee recommend Council approve:

- 1. the installation of traffic control signals at the intersections of Merivale Road and Leikin Drive, and Merivale Road and Old Highway 16 along with the construction of roadway modifications on Merivale Road from a point approximately 100 m. north of Fallowfield Road to Old Highway 16 as described in the report, and;**

2. **the proposed road works be jointly funded by the City of Nepean and the Region of Ottawa-Carleton as outlined in the report.**

CARRIED

REGULAR ITEMS

4. TERRY FOX DRIVE ENVIRONMENTAL ASSESSMENT STUDY -
PLANNING AND DEVELOPMENT IMPLICATIONS
- Planning and Development Approvals Commissioner report dated 17 Apr 00

For ease of discussion, Items 4 and 5 were considered jointly.

Councillor Cantin referred to a letter distributed to committee members from Pauline Broughton who was unable to stay for the discussion of this matter. She wanted to ensure that her comments were noted. The letter states that she owns farmland south of Richardson Side Road and east and west of the Carp River. The preferred alignment, if approved, would cut off the access to the Carp River, where her cattle drink.

Councillor Munter stated that the Environmental Assessment Study (EAS) selected a route that was the least disruptive to the environment, but in so doing, isolated a large parcel of land that could be developed to a certain extent. He submitted two Motions which dealt with Items 4 and 5 as follows:

4. *That this report be received for information.*
5. *That the staff report be amended by the addition of a Recommendation 4:*
 4. *That the approval of Alignment 4-1 for Terry Fox Drive, be conditional on the following:*
 - a. *That environmentally-sensitive lands between the current limit of the Kanata urban community and the new Terry Fox Drive alignment be protected from development, should further examination confirm the findings of the staff report dated 17 April 2000 (Terry Fox Drive Environmental Assessment Study - Planning and Development Implications) and the earlier Brunton analysis, namely that the lands in question are "a unique landscape for Kanata with abundant rock barrens intermixed upland hardwood forest", and;*

- b. That the Regional Official Plan Amendment (ROPA) that will be required to realign the road be conducted concurrently with the ROPA to protect the natural environment areas as one package put before Council.*

Councillor Doucet agreed to move these Motions on the councillor's behalf.

With respect to the amendment for Item 5, Councillor Bellemare questioned why there would be two ROPA's to address the issue of the alignment and the development of the lands. Nick Tunnacliffe, Commissioner of Planning and Development Approvals confirmed they were never de-coupled. He explained that there was always a need for an OPA to establish the alignment and the same OPA will deal with land use and policy. He confirmed there will be only one ROPA to examine both issues.

Tracey Hagyard, South March (Kanata) Community Association stated that Alternative 4-1 is preferable because it is less intrusive than Alternative 4-2 on the natural environment areas. However, the Association is concerned that the preferred alignment, if selected, will extend the urban boundary and encourage development of the land in between. If Alternative 4-1 is approved, she encouraged committee members to take the necessary steps to ensure the land remain natural environment and that no development be permitted. Further, there should be minimum disturbance of the natural environment, particularly wildlife habitat areas during the construction of the road, regardless of the route selected. In closing, Mrs. Hagyard advised that with the increasing development in Morgan's Grant and the Kanata North Business Park, the extension of Terry Fox Drive is required within the next five years, in order to accommodate the increased volume of traffic generated by such development.

Lois K. Smith advised that she had attended several workshops and open houses and she perceived that the feeling of the community was to preserve the Trillium Woods and to prevent the road from being widened to divide the community. She believed that Alternative 4-1 provides a better opportunity for attaching a road out into another community without cutting into the environmental areas. She also believed there would be less road kill with the preferred alignment.

Ken Foulds, Manager of Planning, City of Kanata supported the staff recommendations for both items. He advised that the municipal council dealt with the original EAS earlier this year and is quite anxious to move forward in this process. He noted that the section of Terry Fox Drive from its current location near Campeau Drive at Highway 417, up to Richardson Side Road is slated for completion between 2003 and 2008 and the growth anticipated for that community will be closer to the earlier part of that timeline. On that basis, he advised that the planning work to ensure that the alignment is in place sooner rather than later is of utmost importance to the municipality. Kanata is very interested in protecting environmental lands between Alternative 4-2 and 4-1 and would certainly look at opportunities to enlarge protection

for the South March Highlands as an important part of this initiative. He urged committee to support the staff recommendations and to move forward expeditiously to do the right planning work in a timely manner that would provide some certainty about the future alignment of this road.

Paul Van Steen, Urbandale Corporation advised that they own land on the north side of Richardson Side Road immediately west of Goulbourn Forced Road. They are in support of the preferred alignment.

In reference to the letter submitted by Ms. Broughton, Councillor Legendre questioned whether anything can be done to address her concern with respect to the impact of the preferred alignment on her farming operation. Mike Flanick of Dillon Consulting Limited indicated they were not aware of this particular concern, but noted she has been involved in their consultation process. The Commissioner advised that this sort of issue will be addressed as part of the planning study to determine the most appropriate designation of the land, should Alignment 4-1 be selected. The councillor believed that if there is no way of getting her cattle to the water, clearly it is a matter of expropriation. Mr. Tunnacliffe responded by stating that whether this involves buying all or a portion of the land will be discussed during negotiations with the property owner.

Councillor Legendre also inquired about her concern about not receiving any further meeting notices, even though she had participated in an initial meeting. Staff advised that this alignment was recommended last summer and was brought to an open house at which time there was considerable attendance. The councillor stated that since she attended the initial meeting, she should have been on a mailing list and automatically receive further notices about upcoming meetings, without having to rely on seeing such notices in the newspaper. The Commissioner agreed that staff would investigate this particular issue.

In consideration of the Motions before committee, Councillor McGoldrick-Larsen questioned whether there was land designated environmentally sensitive by the NCC or others. Staff advised that the land north of Richardson Side Road is natural environment, which provides for development such as rural estate development, for example, subject to further study.

Moved by C. Doucet

That this report be received for information.

CARRIED as amended

5. TERRY FOX DRIVE ENVIRONMENTAL ASSESSMENT STUDY

- Planning and Development Approvals Commissioner report dated 14 Feb 00
- City of Kanata letter dated 29 Feb 00

Please refer to the discussion contained under the previous item. Items 4 and 5 were considered together.

Moved by C. Doucet

That the approval of Alignment 4-1 for Terry Fox Drive, be conditional on the following:

- a. That environmentally-sensitive lands between the current limit of the Kanata urban community and the new Terry Fox Drive alignment be protected from development, should further examination confirm the findings of the staff report dated 17 April 2000 (Terry Fox Drive Environmental Assessment Study - Planning and Development Implications) and the earlier Brunton analysis, namely that the lands in question are "a unique landscape for Kanata with abundant rock barrens intermixed upland hardwood forest", and;**
- b. That the Regional Official Plan Amendment (ROPA) that will be required to realign the road be conducted concurrently with the ROPA to protect the natural environment areas as one package put before Council.**

CARRIED

That the Transportation Committee recommend Council approve:

- 1. The alignment of Terry Fox Drive as recommended in the EA Study, and illustrated on Figure 3 (alternative 1-2) and Figure 4 (alternative 4-1);**
- 2. The preparation of an Environmental Study Report (ESR) for Terry Fox Drive;**
- 3. The development of an environmental protection and management strategy to address mitigation measures and long term protection of the areas of the South March Highlands which are potentially impacted by the alignment.**

CARRIED as amended

6. INTERSECTION SAFETY PROGRAM TO REDUCE RED LIGHT RUNNING (RED LIGHT CAMERAS)

- Director, Mobility Services and Corporate Fleet Services report dated 13 Apr 00

Councillor McGoldrick-Larsen referred to Appendix A which lists a number of locations where there will be stepped-up police enforcement. Given that the police already have a problem enforcing red light running for safety reasons, she inquired what will be done differently at those intersections. The Commissioner advised that while the police were not overly enthusiastic with this approach, the province has made it a condition that in order to have the pilot project, stepped-up police enforcement be a part of it and the two will be compared. The OCRPS have budgeted for those extra man-hours.

In response to questions raised by committee members, Mr. Brousseau advised that this is a two-year pilot project and it is hoped the program can start in September 2000. The sites selected for installation of red light cameras were chosen based on: the potential for reducing injury and death, where it was feasible to install the equipment and the location not being in the same area as other installations.

That the Transportation Committee recommend Council approve recommendations 5 and 6 and Corporate Services and Economic Development Committee and Council approve recommendations 1, 2, 3 and 4 as follows:

- 1. The award of Request for Proposal (RFP) 9119-00-7004, issued by the City of Toronto on behalf of participating Ontario municipalities, to Lockheed Martin IMS Canada Inc., for the supply, installation, operation, and maintenance of Red Light Camera Systems within the Region of Ottawa-Carleton for \$784,000;**
- 2. That award of this contract be subject to the successful completion of the Proof of Performance portion as contained in RFP 9119-00-7004;**
- 3. The Region of Ottawa-Carleton enter into agreement with the City of Toronto Transportation and Works Department for the processing of Red Light Enforcement notice of violations;**
- 4. The Region of Ottawa-Carleton enter into an agreement with the Ministry of Transportation of Ontario for the implementation of the Intersection Safety Program to Reduce Red-Light Running;**
- 5. Staff proceed with the implementation of Red Light Cameras within the Region of Ottawa-Carleton at the locations listed in Appendix A of this report;**

6. **That Council endorse the Region of Waterloo's and Region of Peel's requests that the Ontario Minister of Transportation and the Ontario Minister of the Attorney General assume their costs of participating in the Intersection Safety Program to Reduce Red-Light Running.**

CARRIED

ADJOURNMENT

The meeting adjourned at 7:10 p.m.

CO-ORDINATOR

CHAIR