

MINUTES  
TRANSPORTATION COMMITTEE  
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
CHAMPLAIN ROOM  
4 DECEMBER 1996  
1:30 P.M.

PRESENT

Chair: R. Cantin

Members: D. Beamish, A. Cullen, L. Davis, D. Holmes, H. Kreling, J. Legendre

REGRETS

M. Meilleur, D. Pratt

CONFIRMATION OF MINUTES

Councillor Davis suggested the wording of her Inquiry at page 7 should be amended to read as follows: “Councillor Davis requested whether or not the NCC Chair intended to proceed with polling on the Champlain Bridge issue.”

**That Transportation Committee approve, as amended, the Minutes of the meeting of 20 November 1996.**

CARRIED as amended

---

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.  
2. Reports requiring Council consideration will be presented to Council on 11 December 1996 and 22 January 1997 in Transportation Committee Reports 42 and 43.

REGULAR ITEMS

1. MONITORING OF RED-LIGHT VIOLATIONS AT TRAFFIC CONTROL SIGNALS  
- Director, Mobility Services and Corporate Fleet Services report dated 14 Nov 96

Following a brief overview of the report, D. Brousseau, A/Environment and Transportation Commissioner indicated that should the committee and Council wish to pursue the use of red-light cameras, staff suggest a public/private partnership, whereby the Region would seek requests for proposals to implement this technology. It would be at no cost to the Region, with the revenues from any violations being shared with the successful company. The Region would re-invest its portion in that technology, with any surplus going towards safety initiatives. He emphasized red-light cameras have received support from other municipalities throughout Ontario.

When questioned who will pursue the recommendations contained in the report, staff advised they begin by sending the report to the Ministry of Transportation (MTO), adding the Environment and Transportation Commissioner will continue to lobby the Minister for support of this technology because it is a safety issue. In order to give the staff report more weight, Councillor Holmes suggested the Committee approve a Motion of recommendation in favour of the staff report and following Council approval, the Regional Chair could write to the province. Chair Cantin suggested the Ontario Good Roads Association (OGRA) also receive this Motion for consideration at its conference in February. He believed approval from this body urging a change in legislation by the province, would carry more weight and improve the chances of success. Councillor Holmes agreed to add this to her Motion.

Moved by D. Holmes

**That Regional Council agrees with and supports this report; further that the Ontario Good Roads Association adopt a resolution to that effect.**

CARRIED

**That the Transportation Committee recommend Council:**

1. **Request the Province of Ontario to enact appropriate legislative amendments providing for the following:**
  - a. **video monitoring and enforcement of red-light violations at signalized intersections;**

- b. that such legislation be sufficient to prosecute the owners of vehicles found by camera technology to be violating red traffic light signals, without proof that they were, at the material time, the drivers of the vehicles;**
  - c. enable municipalities to allocate the fine revenues from red-light enforcement, or a special grant or subsidy, to the costs of the installation, maintenance and operation of red-light monitoring systems, to the costs of adjudication, and to other safety measures;**
- 2. Subject to the appropriate legislative amendments being enacted, the Environment and Transportation Department, in conjunction with the Ottawa-Carleton Regional Police Services, be authorized to undertake a "red-light monitoring/enforcement" pilot project.**

CARRIED as amended

2. REVIEW OF THE 1997 DRAFT OPERATING AND CAPITAL ESTIMATES - STARTING TIME OF MEETING

- Co-ordinator, Transportation Committee report dated 21 Nov 96

**That the Transportation Committee approve that the start time for the review of the 1997 Draft Operating and Capital Estimates on 5 February 1997 be 9:00 a.m.**

CARRIED

RESPONSE TO MOTIONS/INQUIRIES

3. TRANSPORTATION COMMITTEE MEETING - 16 OCT 96  
INQUIRY RE CHAMPLAIN BRIDGE

- Director, Transportation Planning Division report dated 18 Nov 96

Councillor Davis made reference to the background of the report in which it is stated the latest decision taken by the National Capital Commission (NCC) is final. She was concerned about the use of this term and questioned whether there was not a requirement of the NCC under the Environmental Assessment Act to state whether they are reconstructing the bridge to two or three lanes. Dr. Shallal explained that what the NCC has done is to make a decision on the actual bridge itself; they have not made a decision on how they want it to operate. He did not believe this goes against the EA guidelines, because he did not believe the guidelines specifically state a body is not allowed to make that decision.

The Solicitor, E. McArthur, was of the opinion a final decision has been made and stated the project was to reconstruct the bridge to a certain width, which does contemplate three lanes and he considered that to be a final decision. However, the Councillor believed if there was no agreement between the Region and the Communauté Urbaine de l'Outaouais (CUO) by the time the one-year period is up, the matter will be referred back to the NCC Board of Directors for decision, meaning this may or may not be the final decision. The Solicitor noted the decision that will be made in 12-months time relates to how the full width of the bridge will be used, but he still considered a final decision has been made. Chair Cantin suggested it was a final decision to build it to three lanes widths and the final decision next year will be how that bridge will operate within those widths.

Councillor Davis made note of the fact there may be some new members appointed to the Commission and did not feel it was accurate to say that the decision is final. She objected to the use of the term "final decision" and maintained it should not be the Region's position that it was final, because she believed it goes against the court case from the community. She went on to state it is very unclear what the NCC have actually done because their staff cannot come forward to discuss the decision with committee and transportation staff are in an unfair position to guess what that decision really means. The Solicitor recognized the pending court case and the fact that a new commission may change its mind; however, he interpreted the present NCC commission's decision to be final.

Further to this, the Councillor asked that staff investigate whether they had received a position paper from the CUO and Dr. Shallal indicated staff would look into this. Councillor Davis put forward the following Motion:

Moved by L. Davis

**WHEREAS the National Capital Commission (NCC) in its 15 October 1996 Board of Directors meeting, passed the following motion concerning the Champlain Bridge:**

**"Replacement of the existing deck and superstructure with a three-lane facility having a 17.75 m wide deck that can accommodate three traffic lanes with a lane reserved for high-occupancy vehicles (HOV) in the peak direction, two cycle lanes, two offsets, one sidewalk, and two railing curbs, but that operates as a two-lane bridge until such time as the RMOC and the CUO can agree, along with the NCC, on a final operating design as a 2 or 3 lane bridge. If no agreement can be reached over the coming year, the issue will be reviewed and addressed by the NCC."**

**WHEREAS in the letter dated 26 November 1996, the NCC indicated that they are “not in a position to appear” before the Transportation Committee to clarify, discuss and progress on the NCC motion “due to legal actions before the courts”**

**BE IT RESOLVED that:**

- 1. A mediator be appointed by the National Capital Commission, with the full agreement of the Communauté Urbaine de l'Outaouais (CUO) and the RMOC on the choice of the mediator, to facilitate a full public discussion.**
- 2. That the NCC Board of Directors be requested to extend the one year period for discussions between the RMOC and CUO by a time period equal to the time NCC staff indicates its unavailability to pursue this matter (i.e. a five month delay would result in a five month extension to a total 17 month process).**

CARRIED

The Committee agreed to forward this report to Council on 11 December 1996.

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

RECEIVED as amended

4. **DELEGATED AUTHORITY TO THE ENVIRONMENT AND TRANSPORTATION COMMISSIONER - MOTION TC-26**  
- Director, Mobility Services and Corporate Fleet Services report dated 14 Nov 96

Councillor Cullen wanted assurance that the ward councillor is consulted on these issues in a timely fashion so if there is a dispute or if they want to bring the issue to committee, they have the opportunity to do so. He suggested an amendment to this effect.

Councillor Legendre was concerned about some of the items proposed to fall under the Commissioner's delegated authority, especially control at intersections, noting those can be very problematic. He did not believe the amendment proposed by Councillor Cullen fully addresses his concerns and referenced an example where a change in one ward can have an effect on another.

D. Brousseau, A/Transportation Commissioner noted this observation, but emphasized staff are committed to consult broader if whatever they are recommending may have an impact on more than one ward. Chair Cantin suggested adding the following words to Councillor Cullen's amendment: "...following timely notification of the affected ward councillors".

Moved by A. Cullen

**That Recommendation 1 be amended to include “following timely notification of the affected ward councillors” to read as follows:**

**subject to Council approved and Departmental policies, following timely notification of the affected ward councillors and in accordance with the provisions of Traffic and Parking By-law No. 1 of 1996, as amended;**

CARRIED

Councillor Legendre noted a discrepancy in the wording of his original Motion from the Transportation Committee meeting of 15 May 1996 which was included in the report, and the wording in the Minutes of that date he retrieved from the Regional Information Service (RIS). Staff explained the wording of Motions is provided to them from the Clerk's Department. The Councillor agreed to follow this up with the Co-ordinator.

Councillor Holmes proposed a Motion to delete items (g), (i), (l) and (n) from Recommendation 1. Councillor Legendre was not in favour of deleting (l) truck routes, because he believed the Cullen Motion would address her concerns. D. Brousseau noted all Regional roads are truck routes, except those Council decided to remove from the system. He did not see a situation where staff would recommend deleting a truck route and it is unlikely the Department would ever recommend adding a truck route that the ward councillor(s) would agree to; such decisions would come to the Committee for consideration.

Councillor Holmes emphasized residents in her ward want to know about the items she is recommending to be deleted, in advance of a staff decision being made. For example, she was concerned about the creation of new truck routes on roads that are not presently designated as such, and believed the people living on and near those streets would want an opportunity to comment. If the Department is given the task of making such judgements, she questioned whose responsibility it would be to notify the public of these recommended changes so there can be some public involvement in the decision.

Chair Cantin noted that if staff are recommending the designation of a road, would they not do the same thing as is done for traffic control signals whereby signs are erected giving detailed information on the proposed changes. S. Marshall with the By-laws and Administration Unit, advised the designation of roads is primarily a technical evaluation, whereby staff conduct tests on all truck routes every two years to achieve an accurate load-bearing reading and based on that, the truck route map is changed accordingly. He went on to state that usually, it just pertains to the full loading vs half-loading designations and not taking roads in or out of the system. Councillor Holmes indicated if the wording was changed to ensure it only applies to the spring loading designations and not the addition of new truck routes, she would be satisfied. Chair Cantin suggested (l) be

amended to read: “truck routes appropriate load designations” to address the Councillor’s concerns.

Moved by D. Holmes

**That Recommendation 1(l) be amended to read: “truck routes appropriate load designations;”**

CARRIED

With respect to Councillor Holmes’ proposal to delete other items under Recommendation 1, D. Brousseau advised that staff do not put up a lot of stop signs because these are not high volume items. If the ward councillor does not agree, staff would not do it; however, if it is the right thing to do staff will recommend it. In response to the concerns expressed by Councillor Holmes, S. Marshall emphasized that staff fully intend to work closely with the ward councillor and if requested, will meet with the community to discuss the proposed changes. In situations where there is no agreement, the issue would be brought to committee for consideration. Councillor Holmes believed such intentions were well and good, but suspected they may not always continue in the future and she was very much concerned about ensuring public consultation.

An effort was made by some committee members to amend Councillor Holmes’ Motion to include reference to public consultation; however, others maintained the approved Motion includes timely notification, which would presumably allow for contact with the public. D. Brousseau indicated if staff are recommending changes to address day-to-day safety issues, they do not undertake extensive consultation, although they do consult with those directly involved.

Moved by D. Holmes

**That Recommendation 1 be amended by deleting (g) stop control at intersections.**

LOST

YEAS: A. Cullen, L. Davis, D. Holmes....3

NAYS: D. Beamish, R. Cantin, J. Legendre....3

Moved by D. Holmes

**That Recommendation 1 be amended by deleting (i) multi-way stop control at intersections.**

LOST

YEAS: A. Cullen, L. Davis, D. Holmes....3

NAYS: D. Beamish, R. Cantin, J. Legendre....3

Moved by D. Holmes

**That Recommendation 1 be amended by deleting (n) pedestrian crossing prohibitions.**

LOST

YEAS: A. Cullen, L. Davis, D. Holmes....3

NAYS: D. Beamish, R. Cantin, J. Legendre....3

**That the Transportation Committee and Council approve:**

- 1. The Environment and Transportation Commissioner be authorized to establish;**
  - a. bus zones;**
  - b. bus time point zones;**
  - c. school bus loading zones;**
  - d. police vehicle zones;**
  - e. excursion zones;**
  - f. through highways;**
  - g. stop control at intersections;**
  - h. yield control at intersections;**
  - i. multi-way stop control at intersections;**
  - j. turn prohibitions, including cyclist and vehicular exemptions, where appropriate;**
  - k. one-way highways;**
  - l. truck routes appropriate load designations;**
  - m. multiple lane highways;**
  - n. pedestrian crossing prohibitions;**
  - o. reserved bus lanes, and;**
  - p. reserved bicycle lanes;**



**subject to Council approved and Departmental policies, following timely notification of the affected ward Councillors and in accordance with the provisions of Traffic and Parking By-law No. 1 of 1996, as amended;**

- 2. The Corporate Policy Manual be amended by adding thereto immediately following paragraph 7.4.7.4 a new paragraph which reflects the delegated authority referred to in the previous recommendation, and which also authorizes the Environment and Transportation Commissioner to forward amendments to the Traffic and Parking By-law schedules, attributable to the delegated authority, directly to Council for approval without a separate report.**

**CARRIED as amended**  
**(D. Holmes dissented)**

- 5. ROAD CUTS DIFFERENTIAL PRICING - INQUIRY TC-15**  
**- Environment and Transportation Commissioner report dated 4 Nov 96**

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

**RECEIVED**

**TRAFFIC AND PARKING**

- 6. COOPER STREET AT O'CONNOR STREET - THROUGH PROHIBITION**  
**- Director, Mobility Services and Corporate Fleet Services report dated 14 Nov 96**

**That the Transportation Committee recommend Council approve the prohibition of eastbound through movements (bicycles exempted) on Cooper Street at O'Connor Street from 3:30 to 5:30 p.m. (Monday to Friday) and the amendment of the Traffic and Parking By-law to reflect this change.**

**CARRIED**

- 7. LEES AVENUE AND MAIN STREET - TURN PROHIBITION**  
**- Director Mobility Services and Corporate Fleet Services report dated 10 Oct 96**  
**- deferred on 6 Nov 96**

Staff distributed copies of a letter dated 4 December 1996 from Action Sandy Hill, which outlined the community support for the staff recommendations on a six-month trial basis, with a request that a report be presented to the Board of the community association after this time, outlining the effects of the new traffic patterns.

J. Buck, Supervisor, Traffic Investigation and Surveys Section reiterated the points made by staff to the Committee on 6 November 1996. He emphasized these changes are being recommended in order to facilitate traffic movement for everyone, and not just for the 180 vehicles that usually use this route as cited in the report.

**That the Transportation Committee recommend Council approve, on a six month trial basis:**

- 1. the prohibition of southbound left-turning movements from Main Street to Lees Avenue from (3:30 to 5:30 pm Monday to Friday);**
- 2. the exemption of bicycles from the existing southbound through and left turn prohibition (3:30 to 5:30 pm Monday to Friday) at Concord and Lees Avenues;**

**and the amendment of the Traffic and Parking By-law to reflect this change.**

CARRIED

(D. Beamish and R. Cantin  
dissented)

## INQUIRIES

### Impact of Bus Strike

Councillor Legendre submitted the following inquiry:

In view of the on-going bus-strike in Ottawa-Carleton, what steps are being taken to gather as much useful transportation related information as possible during these exceptional conditions?

Such information or data may be difficult to obtain under normal operating conditions yet may be useful reference data as we proceed toward a new Transportation Master Plan. Examples which come to mind include,

- polling of commuters regarding their transportation strategies during the strike;
- what would need to be done in the future in order to encourage useful commuting strategies;
- screenline counts on a Quality of Service basis i.e. including capturing the numbers of persons crossing the screenline;
- monitoring the use of Park and Ride lots;

- what does the state of our roads i.e. presence or absence of congestion during the strike tell us about the surplus capacity in the system?

The A/Environment and Transportation Commissioner, Doug Brousseau, indicated staff are currently undertaking a number of these initiatives, taking advantage of the fact that something is happening in the community that doesn't normally occur and staff will be putting together a report on this.

Chair Cantin questioned whether there has been an increase in thefts or vandalism at park and ride lots during the strike, citing Place d'Orléans as notorious for such problems. Staff indicated the Department would look into this, although monitoring has revealed the lots are not being used.

Councillor Davis made note of the fact there was less traffic on the Portage Bridge during the peak hours and inquired whether there was an increase in STO ridership in the Outaouais as a result of the strike. Mr. Brousseau agreed to look into this, but explained people appear to be stretching out their departure times, hence creating earlier rush hours and he believed this is probably what is happening from Quebec as well. Councillor Legendre indicated an article in today's Le Droit addresses this very question, and highlights the fact that ridership on STO has not decreased, even though riders are still getting over to the Ottawa side. He suggested it might be useful for staff to review the article.

Councillor Beamish questioned whether motorists can be allowed to use the bus-only lane on the Mackenzie King Bridge in order to alleviate the congestion presently occurring on Nicholas Street. He suggested splitting up the traffic coming downtown so that not everyone has to use the Laurier Avenue Bridge. D. Brousseau indicated staff have been considering this and will be issuing a press release stating it will be open to traffic.

### ADJOURNMENT

The meeting adjourned at 3:20 p.m.

---

CO-ORDINATOR

---

CHAIR