

REGIONAL MUNICIPALITY OF OTTAWA CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

**REPORT**  
**RAPPORT**

Our File/N/Réf.           **25 09-97-0053**  
Your File/V/Réf.

DATE                       31 October 1997

TO/DEST.               Co-ordinator Transportation Committee

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

SUBJECT/OBJET       **PARKDALE AREA TRANSPORTATION STUDY**

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**DEPARTMENTAL RECOMMENDATION**

**That Transportation Committee recommend Council:**

- 1.     Receive the Parkdale Area Transportation Study submitted by the City of Ottawa and filed with the Regional Clerk, and;**
- 2.     Approve in principle, subject to detailed design and public consultation, those elements pertaining to Parkdale Avenue.**

**BACKGROUND**

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

A key component of the study was the involvement of the public. This was achieved through:

- The Steering Committee - provided study direction and included representatives from the entire study area.
- Focus Groups - provided focused comment and input; there were four focus groups in total, made up of representatives for the four quadrants of the study area.
- Public Open Houses- provided comment and input at three key points in the study.
- Staff and Consultant availability - provided by City and Regional staff and the consultants (Delcan Corporation) who were available to answer questions at all times during office hours.

A number of transportation problems and issues were identified by the community. Of those, the Consultant and Steering Committee concluded that some were beyond the scope of the study and others could be combined since they shared a common location. This resulted in a consolidated list of 74 problems and issues of which:

- 39 pertained to items/roadways under City of Ottawa jurisdiction;
- 25 pertained to items/roadways under RMOC jurisdiction; and,
- 10 pertained to intersections at which a Regional road and a City street met.

The problems were verified by the Consultant and where necessary, additional data was gathered. Potential solutions were then developed for each problem and these were incorporated into the list to form a table of recommended measures. A cost estimate for each measure was then determined and a priority rating assigned based on the following:

- Priority 1a: highly effective, low in cost and urgent.
- Priority 1b: highly effective, low in cost and urgent; but may take time to implement.
- Priority 2: not as effective and/or higher in cost.
- Priority 3: high in cost (generally assumed that these solutions would be considered for implementation only when the road would next be reconstructed).

Jurisdictional responsibilities and priorities of the recommended measures were as follows:

| <u>Jurisdiction</u>      | <u>Number of Issues/Problems by Priority</u> |      |   |    |
|--------------------------|--|------|---|----|
|                          | 1(a)   | 1(b) | 2 | 3  |
| City of Ottawa           | 13   | 14   | 2 | 10 |
| RMOC                     | 15   | 3    | 4 | 3  |
| City and RMOC (combined) | 4  | 2    | 1 | 3  |
| Total                    | 32   | 19   | 7 | 16 |

Most priority 1a measures were operational in nature and therefore could be addressed through routine maintenance activities or implemented under the Commissioner's authority (i.e. either under the delegated authority of the City's Engineering and Works Commissioner or the Region's Environment and Transportation Commissioner). Accordingly, wherever possible, low-cost measures pertaining exclusively to either City streets or Regional roads were resolved as part of the City's or Region's 1997 work programmes.

In fact, of the 18 priority 1 issues pertaining to Regional roads, 13 have been fully resolved and two are partially resolved and will be completed in the near future. That work consisted mainly of traffic signal timing reviews, pavement markings and sign changes. Those issues, actions and estimated costs (where applicable) are shown in Annex B. Similarly, Annex C identifies priority 2 and 3 measures pertaining exclusively to Regional roads and their estimated implementation costs.

Annex D identifies issues and costs pertaining to intersections where a City Street meets a Regional road. To expeditiously resolve as many of those operational issues as possible, particularly those in which “through movement” restrictions were recommended as a means of reducing “cut-through” traffic, City Council at its meeting of 1 October 1997 adopted the resolution shown in Annex E. Since both the City and Regional Councillors for Kitchissippi Ward concurred with items 1, 3, 4 and 5 of that resolution and since traffic control of those intersections is a Regional responsibility, work orders were issued under the authority of the Environment and Transportation Commissioner, to implement those items.

In essence then, this leaves 11 issues (of various priorities) on Regional roads and six others (again of various priorities) at City/Regional intersections which still require resolution at the Regional level. Some are straightforward; others complex, but all require detailed investigation prior to considering their implementation. Most involve geometric changes and therefore financial expenditures; others may be contentious and could be perceived by non-local residents as serving the local need only and not the greater need of the Region as a whole.

The Consultant’s Final Report on the Parkdale Area Transportation Study was received by the City of Ottawa’s Community Services and Operations Committee on 29 October 1997 and City Council on 5 November 1997. A copy is on file with the Regional Clerk.

## DISCUSSION

The Parkdale Area Transportation Study has progressed to the point where the plan can now be considered in principle by Transportation Committee and Council. It is the right of the RMOC to implement, at its prerogative, any or all measures pertaining to Regional roads recommended in the Consultant’s Final Report. However, to provide Committee members and Council with detailed information on which to base decisions in that regard, staff must first conduct a thorough analysis of each unresolved issue. These must reflect:

- detailed design - to ensure the feature is appropriate and can be physically accommodated;
- implications on the Regional road network including impacts on other agencies (emergency services);
- implementation and annual maintenance costs;
- design circulations;
- public consultation;
- Municipal Act advertising; and,
- further Committee hearings and approvals should objections be received.

Further, the technical review of these measures must include discussion on their effectiveness, advantages, disadvantages, and general impacts on safety. It must also consider pedestrians, bicycles, transit, emergency vehicles (police, fire, ambulance), general traffic (speeds, volumes) and maintenance (particularly snow and ice control).

Since funds are not available to address all of these unresolved issues at once, it will be necessary to phase their implementation as funds permit.

While a priority ranking scheme in that regard has not yet been approved (but is currently being developed for consideration by Committee and Council in early 1998), it is likely that it will recommend that a significant “weight” be assigned to those measures which can be addressed, at a much lower cost, if they are implemented at the time of roadwork.

In that regard, the Consultant’s Report recommends five measures involving construction on Parkdale Avenue, and, by coincidence, that roadway is scheduled for resurfacing in 1998. It is therefore requested that staff be authorized to proceed with the detailed technical analysis of those measures so that a report can be prepared for consideration by Transportation Committee as early as possible in 1998. In this way, if Committee and Council agree with the recommendations and funds are available, the work can be undertaken before next fall.

One of those measures involves the implementation of “staggered parking”. Although new to the Region, this is an established traffic-calming technique in which a “chicane” is developed by alternating parking from one side of the road to the other. The technique is feasible only on roads that are just wide enough to support parking on one side or the other. Parkdale meets that criteria and parking is currently permitted on the east side only. In conjunction with that measure the Consultant’s Report recommends that “bulb-outs” (similar to those on Albert and Slater Streets) be constructed. If local residents agree, the staggered parking would first be tested without the bulb-outs, simply by adjusting the parking regulations under the Commissioner’s authority.

Following staff consideration of the five items involving roadway modifications on Parkdale, a technical report (including the results of the local public notification process) will be presented to Transportation Committee next spring. If approved by Committee, the required Municipal Act advertising would then be undertaken followed by Council approval and the call for tenders.

In order to meet next years overlay schedule the detailed review of these matters must be given priority. Within the Department, experience from similar projects has shown that even under the best of circumstances, a four-month dwell typically exists between the time the report is approved by Council and construction activities commence on the street.

Accordingly, it is proposed that Transportation Committee recommend that Council receive the Consultant’s Report on the Parkdale Area Transportation Study and authorize staff, to examine in detail those elements pertaining to Parkdale Avenue which could, if approved by Committee and Council in the spring of 1998, be implemented at the time of the overlay activities scheduled for that roadway in the fall of that year.

## CONSULTATION

As previously outlined, a key component of this study was the involvement of the public. This was achieved through the Steering Committee, focus groups, public open houses, and staff and Consultant availability.

## FINANCIAL IMPLICATIONS

Preliminary cost estimates in the Consultant's report indicate that a financial expenditure of approximately \$174,000 would be required to implement all of the measures recommended on Regional roads. Of that amount, a total of \$34,000 will be required to undertake detailed reviews and implement the five geometric changes proposed for Parkdale Avenue. This includes all costs associated with the provision of "bulb-outs" to protect staggered parking. If ultimately approved by Council, funds to implement the geometric changes proposed for Parkdale Avenue are available in Account 012-912-30740, Traffic Calming.

## REGIONAL CYCLING ADVISORY GROUP COMMENTS

These will be obtained in conjunction with the detailed design reviews of each element recommended in the Consultant's report.

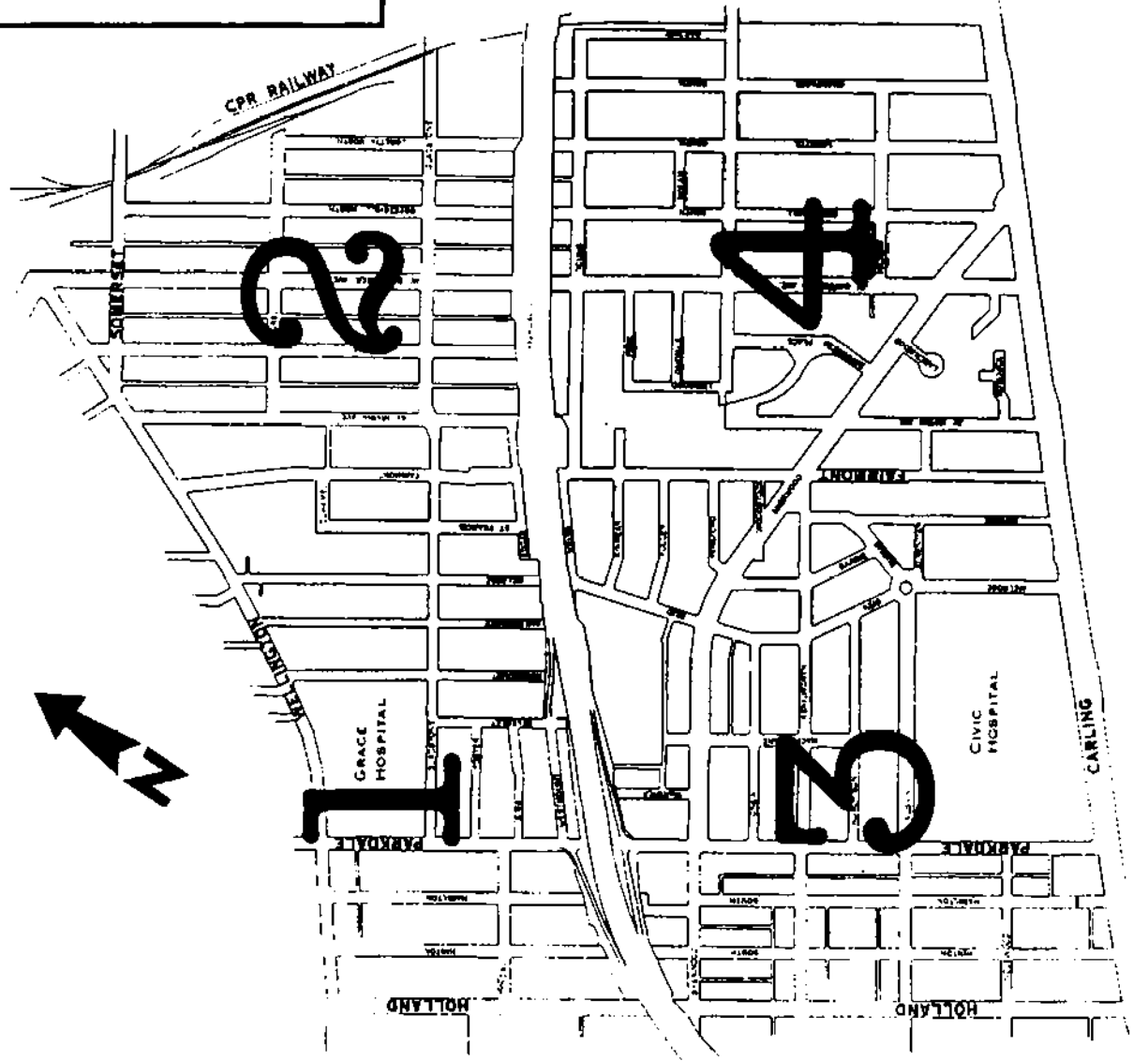
*Approved by  
Doug Brousseau*

JFB/cf

Attach. (5)

Parkdale Area  
Transportation Study

Study Area



The following priority 1 issues/problems identified in the Parkdale Area Transportation Study pertain exclusively to items/roadways under RMOC jurisdiction. In all cases, the status of their resolution was discussed with and accepted by the Steering Committee on 24 September 1997.

| <u>Pri.</u> | <u>Recommended Measure</u>  | <u>Action</u>   |
|-------------|---|---|
| 1(a)        | Holland Avenue at Wellington Street<br>RMOC to review traffic signal phasing to determine if any left-turn phases are required or possible.           | <b>Resolved:</b> Analysis of 1996 and 1997 traffic count data revealed the current operation of this signal is appropriate and left-turn phases are not warranted.  |
| 1(a)        | Holland Avenue at Tyndall Avenue<br>RMOC to review traffic signal phasing to determine if a longer pedestrian crossing phase is required or possible. | <b>Resolved:</b> Review revealed the suggested change was possible and appropriate signal timing adjustments were then made.  |
| 1(a)        | Holland Avenue at Kenilworth Avenue<br>RMOC to review traffic signal timing to determine if pedestrian response time can be reduced.                  | <b>Resolved:</b> Review revealed the suggested change was possible and appropriate signal timing adjustments were then made.  |
| 1(a)        | Holland Avenue at Fisher Park High School<br>RMOC to review traffic signal timing and phasing.  | <b>Resolved:</b> Review revealed that existing timing and pedestrian response time is at optimum.   |
| 1(a)        | Holland Avenue at Carling Avenue<br>RMOC to review traffic signal phasing to determine if a longer pedestrian phase is required or possible.          | <b>Incomplete:</b> Excessive median width requires that pedestrians cross Carling in two separate “walk” phases. Signs to notify pedestrians of that requirement are being manufactured and will be posted accordingly. |
| 1(a)        | Parkdale Avenue at Wellington Street<br>RMOC to review traffic signal phasing to determine if any left-turn phases are required or possible.          | <b>Resolved:</b> Analysis of 1996 and 1997 traffic count data revealed the current operation of this signal is appropriate and left-turn phases are not warranted.  |

| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>  | <b><u>Action</u></b>   |
|--------------------|--|--|
| 1(a)               | Parkdale Avenue at Gladstone Avenue<br>RMOC to review traffic signal phasing to determine if any left-turn phases are required or possible.  | <b>Resolved:</b> Analysis of 1996 and 1997 traffic count data revealed the current operation of this signal is appropriate and left-turn phases are not warranted.   |
| 1(a)               | Parkdale Avenue at Tyndall Street<br>RMOC to review possibility of installing an "Intersection Pedestrian Signal".   | <b>Incomplete:</b> Further investigation required. If warranted, funds would be provided through Traffic Signal Programme.   |
| 1(a)               | Parkdale Avenue at Hwy 417:<br>1) Request RMOC to apply the pavement markings at more frequent intervals<br><br>2) Request RMOC to install overhead signs on Hwy 417 overpass to indicate respective lanes.<br><br>3) RMOC to review traffic signal phasing to determine if longer pedestrian phases are required or possible. | <b>Resolved:</b> Markings applied twice in 1997. If "wear" observations indicate the need for additional measures, permanent markings will be considered.<br><br><b>Incomplete:</b> Signs designed and request sent to MTO seeking approval to mount them on the overpass. MTO staff agree in principle; however, final approval not yet received.<br><br><b>Incomplete:</b> Review indicates that pedestrian phases can be optimized but only after new control is installed in 1998. |
| 1(a)               | Carling Avenue east of Parkdale Avenue<br>Request RMOC to erect "trailblazer" signs to guide westbound traffic to Hwy 417 via Carling, rather than via Parkdale.   | <b>Resolved:</b> Work order issued to fabricate and erect sign as requested.   |
| 1(a)               | Farm Drive and Fisher Avenue<br>Request RMOC to erect "trailblazer" signs to guide northbound traffic to Hwy 417 via Carling, rather than via Parkdale.  | <b>Resolved:</b> Work order issued to fabricate and erect sign as requested.   |



| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>   | <b><u>Action</u></b>   |
|--------------------|---|--|
| 1(a)               | Wellington Street at Rosemount Avenue<br>RMOC to review signal phasing to determine if a longer pedestrian phase is required or possible. | <b>Resolved:</b> Review determined that the existing pedestrian response time is at optimum.   |
| 1(a)               | Gladstone Avenue at Rosemount Avenue<br>Request RMOC to implement all-way stop control.   | <b>Resolved:</b> Review revealed that conditions did not meet all-way stop warrants for Regional roads, as approved by Council; nonetheless, they did satisfy the City's all-way stop warrants. As Gladstone will be turned over to the City on 1 January 1998, request was implemented (June 1997). |
| 1(a)               | Gladstone Avenue at Irving Avenue<br>Request RMOC to paint directional dividing line on Gladstone through the intersection.               | <b>Resolved:</b> Yellow dividing line applied to Gladstone within one block of Irving and "chicken track" dividing line applied through intersection.  |
| 1(a)               | Somerset Street at Wellington Street<br>RMOC to review traffic circulation and signal operations to optimize efficiency.                  | <b>Resolved:</b> Review revealed that signal operations and phasing are currently optimized.   |
| 1(b)               | Holland Avenue at Fisher Park High School<br>Request RMOC to lower signal heads to increase their visibility for northbound motorists.    | <b>Resolved:</b> Action taken under the 1997 Signal Rebuild Programme to mount a supplementary signal head over sidewalk at a height of 3.3 m. This increased the signal sight distance by 25 metres   |

| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>   | <b><u>Action</u></b>  |
|--------------------|---|---|
| 1(b)               | Parkdale Avenue between Inglewood Avenue and Ruskin Avenue<br>Request RMOC to allow parking on the east side of Parkdale.   | <b>Unresolved:</b> Study required. If feasible and residents/Civic Hospital have no objections, measure can be implemented on trial basis, under Commissioner's authority in spring 1998. <b>Signage costs minimal</b>        |
| 1(b)               | Parkdale Avenue between Kenilworth Avenue and Ruskin Avenue<br>Request RMOC to implement parking on the west side of Parkdale and to construct "bulb-outs" to protect this parking. | <b>Unresolved:</b> Study required. If approved by Trans Ctte/Council, subject to Municipal Act public consultation process, measure could be implemented when Parkdale is resurfaced in 1998. <b>Estimated cost: \$16,000</b> |

## ANNEX C

The following priority 2 and 3 issues/problems identified in the Parkdale Area Transportation Study pertain exclusively to items/roadways under RMOC jurisdiction. In all cases, the status of their resolution was discussed with and accepted by the Steering Committee on 24 September 1997.

| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>   | <b><u>Action</u></b>  |
|--------------------|---|---|
| 2                  | Holland Avenue at Sherwood Drive, Kenilworth, Ruskin and Inglewood Avenues<br>Request RMOC to construct intersection narrowings on Holland Avenue.  | <b>Resolved:</b> The RMOC's Transportation Master Plan has identified Holland Avenue as a "transit priority route". Therefore, narrowings cannot be constructed on that roadway.  |
| 2                  | Parkdale Avenue at Hwy 417 E/B on and off ramps.<br>Request RMOC to construct a partially mountable concrete island to better delineate the southbound left turn and through lanes and to also provide for pedestrian refuge. | <b>Unresolved:</b> Study required. If approved by Trans Cttee/Council, subject to Municipal Act public consultation process, measure could be implemented when Parkdale is resurfaced in 1998.<br><b>Estimated cost: \$5,000</b>  |
| 2.                 | Parkdale Avenue at Hwy 417 W/B on and off ramps.<br>Request RMOC to construct a partially mountable concrete island to better delineate the northbound left turn and through lanes and to also provide for pedestrian refuge. | <b>Unresolved:</b> Study required. If approved by Trans Cttee/Council, subject to Municipal Act public consultation process, measure could be implemented when Parkdale is resurfaced in 1998.<br><b>Estimated cost: \$5,000</b>  |
| 2                  | Parkdale Avenue at Hwy 417 E/B on ramp<br>Request RMOC to reconstruct the southeast corner to reduce existing radius to reduce pedestrian crossing distance and speed of N/B right-turning vehicles.                          | <b>Unresolved:</b> Study required. If approved by Trans Cttee/Council, subject to Municipal Act public consultation process, measure could be implemented when Parkdale is resurfaced in 1998).<br><b>Estimated cost: \$2,000</b> |

| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>   | <b><u>Action</u></b>   |
|--------------------|---|--|
| 3                  | Carling Avenue at Rochester Street<br>Request RMOC to construct a median break on Carling to allow motorists to more directly access the Rochester Street on-ramp to Hwy 417 W/B.                               | <b>Unresolved:</b> Study required. If approved in principle by Trans Ctte/Council, RMOC will consider a median break on Carling at Rochester in conjunction with the next roadway rehabilitation of Carling Avenue. <b>Estimated cost: \$30,000</b>  |
| 3                  | Parkdale Avenue between Carling Avenue and Sherwood Drive<br>Request RMOC to review opportunities to develop outer boulevards (i.e. grassed or surface treated boulevards between the sidewalks and the curbs). | <b>Unresolved:</b> Study required. If approved in principle by Trans Ctte/Council, RMOC will consider the implementation of outer boulevards on Parkdale in conjunction with the next roadway rehabilitation of Parkdale Avenue. <b>Estimated cost \$90,000</b>                            |
| 3                  | Carling Avenue immediately west of Parkdale Avenue (in front of 1081 Carling)<br>Request RMOC to construct a lay-by.  | <b>Unresolved:</b> Study required. If approved in principle by Trans Ctte/Council, RMOC will consider construction of a lay-by on the north side of Carling, just west of Parkdale, in conjunction with the next roadway rehabilitation of Carling Avenue. <b>Estimated cost: \$20,000</b> |

## ANNEX D

The following issues/problems identified in the Parkdale Area Transportation Study pertain to intersections at which a City street meets a Regional road. In all cases, the status of their resolution was discussed with and accepted by the Steering Committee on 24 September 1997.

| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>  | <b><u>Action</u></b>   |
|--------------------|--|--|
| 1(a)               | Parkdale Avenue at Inglewood Avenue/Civic Hospital Entrance<br>RMOC requested to install signs to prohibit through movements across Parkdale Avenue at all times (bicycles excepted).                              | <b>Resolved:</b> Work order to implement the through movements requested, issued under Commissioner's authority. |
| 1(a)               | Parkdale Avenue at Sherwood Drive<br>RMOC requested to install signs to prohibit through movements across Parkdale Avenue, 7:00 to 9:00 a.m., and 3:30 to 5:30 p.m.. (Monday to Friday, bicycles excepted).        | <b>Resolved:</b> Work order to implement the through movements requested, issued under Commissioner's authority. |
| 1(a)               | Parkdale Avenue at Westmount Avenue<br>RMOC requested to install signs to prohibit through movements across Parkdale Avenue, 7:00 to 9:00 a.m., and 3:30 to 5:30 p.m.. (Monday to Friday).                         | <b>Resolved:</b> Work order to implement the through movement requested, issued under Commissioner's authority.  |
| 1(a)               | Carling Avenue at Irving Place<br>RMOC requested to install signs to prohibit northbound through movements across Carling Avenue, 7:00 to 9:00 a.m., and 3:30 to 5:30 p.m.. (Monday to Friday, bicycles excepted). | <b>Resolved:</b> Work order to implement the through movement requested, issued under Commissioner's authority.  |

| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>   | <b><u>Action</u></b>  |
|--------------------|---|---|
| 1(b)               | Parkdale Avenue at Sherwood Drive<br>City to co-ordinate construction of a narrowing to facilitate pedestrian movements across Parkdale Avenue.   | <b>Unresolved:</b> Study required. If approved by Trans Ctte/Council, subject to Municipal Act public consultation process, measure could be implemented when Parkdale is resurfaced in 1998.<br><b>Estimated cost \$6,000</b>  |
| 1(b)               | Parkdale Avenue at Inglewood Avenue/Civic Hospital Entrance<br>RMOC requested to install signs to prohibit southbound left turns at all times, emergency vehicles excepted, from Parkdale Avenue into Civic Hospital.             | <b>Resolved:</b> Work order to implement the turn restriction requested, issued under Commissioner's authority.   |
| 2                  | Wellington Street at Rosemount Avenue<br>City to narrow Rosemount south of Wellington.  | <b>Unresolved:</b> Study required. Detailed design/public consultation per Municipal Act are City responsibilities; nonetheless, changes must be approved by Trans Ctte/Council and may require relocation of traffic signal detector on Rosemount. <b>All costs to be borne by City.</b> |
| 3                  | Parkdale Avenue at Inglewood Avenue/Civic Hospital Entrance<br>City to monitor through prohibitions across Parkdale Avenue. If signs are ineffective, an intersection narrowing is to be considered to prevent through movements. | <b>Unresolved:</b> Study required. Detailed design/public consultation per Municipal Act are City responsibilities; nonetheless, changes must be approved by Trans Ctte/Council. <b>All costs to be borne by City.</b>  |

| <b><u>Pri.</u></b> | <b><u>Recommended Measure</u></b>  | <b><u>Action</u></b>   |
|--------------------|--|--|
| 3                  | Wellington Street at Fairmont Avenue<br>City to narrow Fairmont south of Wellington. | <b>Unresolved:</b> Study required. Detailed design/public consultation per Municipal Act are City responsibilities; nonetheless, changes must be approved by Trans Ctte/Council. <b>All costs to be borne by City.</b> |
| 3                  | Bayview Road at Wellington Street<br>City to narrow the intersection.                | <b>Unresolved:</b> Study required. Detailed design/public consultation per Municipal Act are City responsibilities; nonetheless, changes must be approved by Trans Ctte/Council. <b>All costs to be borne by City.</b> |

At its meeting of 1 October 1997, City Council adopted the following resolution:

WHEREAS the Department of Engineering and Works has undertaken a study entitled the “Parkdale Area Transportation Study”;

AND WHEREAS the Consultant’s report has been completed, including public consultation and will be presented by City Staff to Council through CSOC for consideration in the near future;

AND WHEREAS several measures recommended in the Consultant’s report require the approval of the Regional Municipality of Ottawa-Carleton (RMOC) as these measures affect traffic on roadways under their jurisdiction;

AND WHEREAS the measures listed below are “operational” in nature, and are routinely implemented under Commissioner’s Delegated Authority;

AND WHEREAS it has been requested that City Council approval be obtained at this time to initiate implementation of those measures which require amendments to the RMOC’s Traffic and Parking By-Law No. 1-96;

THEREFORE BE IT RESOLVED that Council approve the implementation of the following measures, and request the approval of the RMOC:

1. that at Inglewood Place and Parkdale Avenue, eastbound through traffic be prohibited, and southbound traffic be prohibited from making left turns (Emergency Vehicles Excepted), effective at all times;
2. that at Tyndall Street and Parkdale Avenue, the RMOC be requested to install, at their cost, an “Intersection Pedestrian Signal” to assist the crossing of Parkdale Avenue by pedestrians and cyclists;
3. that at Sherwood Drive and Parkdale Avenue, westbound through traffic be prohibited during the a.m. and p.m. peak periods;
4. that at Westmount Avenue and Parkdale Avenue, westbound through traffic be prohibited during the a.m. and p.m. peak periods;
5. that at Irving Place/Maple Lane and Carling Avenue, northbound through traffic be prohibited during the a.m. and p.m. peak periods;

AND THEREFORE BE IT RESOLVED that City Council endorse the following measures and request the RMOC to consider:

- implementation of “staggered parking” on Parkdale Avenue between Kenilworth and Ruskin Streets and construct road narrowings to protect the parking;
- implementation of parking on the east side of Parkdale Avenue between Inglewood Place and Ruskin Street; and



- construction of a narrowing at the intersection of Parkdale Avenue and Sherwood Drive to shorten the pedestrian crossing distance across Parkdale Avenue.

AND THEREFORE BE IT RESOLVED that City Council acknowledge and support the RMOC's right to implement, at their prerogative, any and all measures which are contained in the recommendations of the Consultant's Final Report, which pertain to Regional Roads.

The foregoing is forwarded for your consideration and approval as outlined.