

DISPOSITION OF REPORTS TO TRANSPORTATION COMMITTEE

4 February 1998

- Notes:**
- 1. Underlining indicates a new or amended recommendation approved by the Committee.**
 - 2. Reports requiring Council consideration will be presented on 25 February 1998 in Transportation Committee Report 2.**

1. MARCH ROAD RECONSTRUCTION - PHASE II - SOLANDT ROAD TO KLONDIKE ROAD - NEW INTERSECTION - PUBLIC HEARING

That the Transportation Committee recommend Council endorse an amendment to the 1994 Environmental Study Report (ESR) for March Road from the Queensway to Dunrobin Road whereby an additional signalized intersection would be constructed to service the rapidly developing lands on March Road between Solandt Road and Terry Fox Drive.

That provision for bus bays be removed from the design.

If discussions to provide private access to 525 March Road via the Bowling Alley (Kanata Klassic Bowl) fails, that staff entertain, among other ideas, the widening of the median in front of 525 March Road to allow storage space for left-turning vehicles and, if needed, limit trucks to off-peak periods, with a report to come back to the Transportation Committee.

CARRIED as amended

2. TEMPORARY CHANGES TO THE TRAFFIC AND PARKING BY-LAW RESULTING FROM CONSTRUCTION IN THE CORE AREA

That Transportation Committee recommend Council approve the following amendments to the Traffic and Parking By-law No. 1 of 1996 for the duration of the Phase I Plaza Bridge and Phase III Wellington Street rehabilitations:

- 1. remove the traffic control signals at Elgin Street (east roadway) and Sparks Street and at Elgin Street (west roadway) and Wellington Street and at Elgin Street (west roadway) and Sparks Street**
- 2. designate Wellington Street from Elgin Street (west roadway) to Elgin Street (east roadway) one-way westbound;**
- 3. rescind the one-way designation of Elgin Street (west roadway) from Wellington Street to Queen Street to permit two-way traffic;**

4. rescind the one-way designation of Elgin Street (east roadway) from Wellington Street to Queen Street to permit two-way traffic;
5. rescind the one-way designation of Metcalfe Street from Wellington Street to Queen Street to permit two-way traffic;
6. implement a westbound reserved bus and bike lane on Wellington Street from Elgin Street (east roadway) to Elgin Street (west roadway);
7. implement a northbound reserved bus lane on Elgin Street (east roadway) from Queen Street to Wellington Street, in the east curb lane;
8. enact a special by-law to allow tour buses to use the above-noted reserved lanes;
9. prohibit the eastbound through and southbound left-turn movements at Metcalfe Street and Wellington Street, authorized vehicles excepted;
10. prohibit the southbound through and left-turn movements at Wellington Street and the east gate access to Parliament Hill, authorized vehicles excepted;
11. prohibit the westbound left turn and northbound right-turn movements at Elgin Street (west roadway) and Wellington Street;
12. prohibit the southbound through movement at Metcalfe Street and Queen Street.
13. prohibit the southbound through and left-turn at Elgin Street and Queen Street.

CARRIED as amended

3. PARKDALE AREA TRANSPORTATION STUDY

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.

CARRIED

4. ISLAND PARK, KIRKWOOD AND CHURCHILL AREA TRANSPORTATION ASSESSMENT AND TRAFFIC CALMING PLAN

That Transportation Committee recommend Council approve that:

1. the report, *Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan* be received;

RECEIVED

2. no measures be approved that will divert traffic from higher level roads to lower level roads or to communities outside the study area;

CARRIED

3. subject to detailed design, that the Basic Traffic Calming Plan, Alternative #1, along with the proposed changes for the 417/Merivale Road/Island Park Crescent/Island Park Drive intersections as proposed by the Community Members on the Steering Committee, be used as the basis for identifying traffic calming measures within the study area on both Regional roads and for those intersections where the Region has sole or joint responsibility;

4. the concept of “Environmental Capacities” be approved as an integral component of the traffic calming plan (the plan that will be used as a basis for implementation), and that the capacities recommended in the Consultant’s report be used as a reference for establishing targets;

5. that the Region undertake three pilot projects in 1998 on Regional roads and on Regional responsibilities within the study area using the Basic Traffic Calming Plan, Alternative #1, as the basis for the traffic calming devices and placement (except where as noted below) with funds allocated from Account 912-30740:

- a) Churchill Avenue between Whitby and Scott Street including the raised intersection at Churchill and Scott;
- b) Kirkwood Avenue between Clare and Byron, except with only one raised intersection at Kirkwood and Iona and with the substitution of elongated fat-top speed humps the raised intersections at Clare and Byron;
- c) on Regional responsibilities in the area bounded by the Ottawa River Parkway, Scott Street, Northwestern and Ellendale (including that section of Island Park Drive within this area) where the Region has

sole or joint responsibility (intersection of Scott and Island Park, intersection of Scott and Lanark);

with the following changes to the Basic Traffic Calming Plan for the purposes of this pilot project, calm only the north side of the Scott/Island Park intersection using temperate measures for the intersection narrowings; substitute elongated flat-top speed humps for the raised intersections at Clearview and Island Park, Ellendale at Clearview and at Lanark; scale-down gateways at Scott and Island Park and at the Ottawa River Parkway and Island Park; re-examine the number of speed humps required on cut-through streets;

further, that the Region initiate and encourage the continued joint participation by the National Capital Commission and the City of Ottawa in these pilot traffic calming projects;

6. that the Steering Committee as comprised of staff members of the funding agencies, elected officials from the ward and community members, continue to function with a mandate to;
 - a) develop a common set of implementation principles to be used by all three funding agencies;
 - b) develop a detailed and cost-effective implementation plan for the study area, based on real costs;
 - c) develop the criteria to be used to monitor the success and effects of the measures and of the pilot projects;
 - d) to assess the success and effects of the measures implemented and to make refinements to the traffic calming plan based on that evaluation;
7. that the reports “Reaction to the Consultant’s Report by the Community Members on the Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee” and “Summary of the Comments Received Following Public Information Centre (PIC) #3 of the Island Park, Kirkwood, Churchill Traffic Calming Study” be received as addenda to the Consultant’s report;
8. the National Capital Commission (NCC) be requested to immediately proceed with the implementation of access from the Ottawa River Parkway and Tunney’s Pasture in consultation with affected communities, OC Transpo, the RMOC and the City of Ottawa;
9. the Transportation Committee and Council approve;

- a) the installation of signage (“H” and school signs) adjacent to the Royal Ottawa Hospital, Merivale Road;
 - b) the installation of a speed hump on Merivale Road between the Queensway overpass and signal lights to reduce excessive speeds of vehicles along this section;
 - c) these measures will be implemented in consultation with the Island Park/Kirkwood/Churchill Steering Committee, the Royal Ottawa Hospital Advisory Committee and owners of commercial properties in the area;
- 10. that a letter be sent from the Regional Chair to the Chair of the NCC recommending the pilot projects for Island Park, Kirkwood, Churchill Traffic Calming Study be implemented.**

CARRIED as amended

5. SPECIAL EVENTS ON REGIONAL ROADS

That the Transportation Committee recommend Council approve:

- 1. The criteria for the approval of demonstrations, sidewalk sales, parades, sports events and all other events requiring the use of Regional roads as outlined in Annex B;**
- 2. The primary transitway corridor in the central core of the City of Ottawa consisting of Albert and Slater Streets and the Mackenzie King Bridge not be included in parade or sports event routes;**
- 3. The crossing of Rideau Street at Sussex Drive or MacKenzie Avenue or the crossing of the Rideau Canal on Rideau Street or Laurier Avenue not be included as part of a parade or sports event route if the magnitude of the event may cause: (a) northbound traffic on Nicholas Street to back up onto Highway 417 or (b) southbound traffic to back up on King Edward Avenue and restrict traffic exiting the Macdonald Cartier Bridge;**
- 4. The requirement for event organizers to secure insurance and name the Region as a co-insured be expanded to include some parades and other events which require road closures and that the required amount be increased to \$2 Million;**
- 5. The ‘two strike rule’ as specified in the section titled “Penalties For Non-Compliance”;**

6. **Amendments to Part 2.9 of the Regional Regulatory Code as required to implement the changes recommended in the report;**

CARRIED

7. **Either (a) or (b) below:**

- (a) **The establishment of a Departmental “Special Events Budget” to cover some costs associated with signage changes, alterations to traffic control signal displays or timing phases, newspaper ads and logo signs (the required amount for 1998 is estimated at \$84,000 which includes almost \$19,000, approved as part of the 1997 Environment and Transportation Department Operating Budget, for Winterlude and United Way), or;**
- (b) **No changes respecting the Department’s budgetary allocations vis-a-vis special events (approval of such will require revisions to the criteria outlined in Annex B so that event organizers are responsible for all costs associated with signage changes, alterations to traffic control signal displays or timing phases, newspaper ads and logo signs - Winterlude and United Way excepted).**

REFERRED TO TC BUDGET

6. MAIN STREET (REGIONAL ROAD 114) AT NIXON DRIVE IN THE VILLAGE OF OSGOOD - MULTI WAY STOP CONTROL

That the Transportation Committee recommend Council approve the installation of a multi-way stop control at Main Street (Regional Road 114) at Nixon Drive as approved under the Commissioner’s authority.

CARRIED

7. MACKENZIE KING BRIDGE - RESCINDING WEIGHT RESTRICTION

That Transportation Committee recommend Council approve the amendment to Part 2.7 of the Regional Regulatory Code to rescind the weight restriction at the Mackenzie King Bridge (Structure No. 220) from Schedule “A” of the above-noted Regulatory Code.

CARRIED

8. TRAFFIC AND PARKING BY-LAW CONTROLLED-ACCESS ROADS/HOV LANES

That the Transportation Committee recommend Council approve:

1. **That the Traffic and Parking By-law No. 1 of 1996 be amended to;**
 - (a) **establish the new regulations for controlled-access roads and HOV lanes, as described in the report;**
 - (b) **designate;**
 - (i) **Regional Road 79 (the Airport Parkway) between Bronson Avenue and the MacDonald-Cartier International Airport, and;**
 - (ii) **Regional Road 174 (former Highway 17) between Highway 417 and Regional Road 57 (Trim Road);**
 - as controlled-access roads;**
 - (c) **amend Section 73 by adding the phrase “motor assisted bicycle” immediately following the word “bicycle”;**
 - (d) **amend Schedule XXVIII to prohibit bicycles, motor assisted bicycles and animals on the section of Regional Road 174 designated as a controlled-access road;**
 - (e) **amend Schedule XVIIIID to prohibit pedestrians on the section of Regional Road 174 designated as a controlled-access road, and;**
 - (f) **amend Section 1 by deleting the phrase “Section 36 of the *Public Transportation and Highway Improvement Act* or” from the definition of “controlled-access road”;**
2. **That the Environment and Transportation Commissioner be delegated the authority to establish HOV lanes and controlled-access roads, as required, subject to Council approved and Departmental policies, and in accordance with the provisions of the Traffic and Parking By-law No. 1 of 1996, as amended.**

DEFERRED TO 18 FEB

9. SOUTHEAST TRANSITWAY RIVERSIDE STATION TO BILLINGS BRIDGE
STATION NOISE MONITORING ON LAMIRA STREET

That Transportation Committee recommend Council authorize the Environment and Transportation Department to undertake noise monitoring on properties located on Lamira Street.

CARRIED