

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

4 SEPTEMBER 1996

1:30 P.M.

PRESENT

Chair: R. Cantin

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

CONFIRMATION OF MINUTES

That Transportation Committee approve the Minutes of the meeting of 3 July 1996.

CARRIED

ROADWAY MODIFICATIONS

1. BASELINE ROAD - HOME DEPOT ACCESS
- Director, Transportation Planning Division report dated 5 Jun 96

Councillor Legendre noted the Regional Cycling Advisory Group (RCAG) recommended that a 1.5 m bicycle lane be painted on the 4.5 m eastbound middle lane between Woodroffe and Navaho and questioned whether this could be accommodated. Staff stated they will accommodate this request to the best of their ability, noting the developer has accepted it as part of the cost for the roadway modification.

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- Note:
1. Underlining indicates a new or amended recommendation.
 2. Reports requiring Council consideration will be presented to Council on 11 and 25 September 1996 in Transportation Committee Reports 33 and 34.

That the Transportation Committee recommend Council approve BA Consulting Group Limited figure 2 for an additional eastbound lane on Baseline Road to accommodate the proposed Home Depot Development site, subject to the Owner:

- 1. Paying the total cost of all work associated with the required modifications and;**
- 2. Executing a legal agreement with respect to recommendation 1, and;**

authorize the initiation of the public hearing process as required by Section 297 and 300 of the Ontario Municipal Act (Ontario).

CARRIED

2. INTERSECTION MODIFICATION - RICHMOND ROAD (REGIONAL ROAD 36)
AND LYNHAR ROAD/STAFFORD ROAD
- Director, Mobility Services and Corporate Fleet Services report dated 14 Aug 96

D. Brousseau, Director, Mobility Services and Corporate Fleet Services provided a brief overview of the report, highlighting the fact this location has moved up on the priority list because the City of Nepean has agreed to cost-share with the Region for the improvements. As a result, the Region now has an opportunity to address the safety issues at this intersection and reduce vehicular collisions.

He explained the modification will have an impact on pedestrians because with the widening of Richmond Road to accommodate the right-turn lane onto Lynhar, there will be an additional lane of traffic to cross; however, signal timing will be adjusted to allow a longer crossing time. He confirmed the modification does not change access for pedestrians from the retirement home in the vicinity to get to the bus stop or to any destinations north of Richmond Road. With respect to cyclists, the design will provide a narrower through lane and left-turn lane on Richmond Road which will in turn allow for a wider curb lane on the right hand side for cyclists. Finally, staff have consulted with OC Transpo and have agreed to move the bus stop from the west side of Richmond Road to the east side so that the sidewalk from Lynhar Road will lead to that stop and eliminate the need for transit users to cross the street.

The Committee Chair made reference to the recently approved roadway modification across the street in the former IKEA site and questioned the status of the proposal for a four-way intersection. At that time, he recalled the developer was willing to provide a full intersection and questioned the status of that proposal. Bob Streicher with the City of Nepean, advised the municipality had discussed that issue earlier this year, but residents were concerned about additional traffic travelling through the community and as a result, Nepean rejected the proposal.

Councillor Legendre reminded Committee of the hierarchy of priorities established by Council (i.e. pedestrians, cyclists, transit, motorists) and was not in favour of this proposal because it would in fact degrade conditions for pedestrians and cyclists. Councillor Holmes echoed these comments, adding further her belief that a location should not rise to the top of the priority list because the local municipality agrees to cost share. She maintained other locations which are of equal or greater priority are then by-passed.

Conversely, Councillor Pratt stated this intersection has been problematic for quite some time and congestion during peak periods is very difficult, especially with the amount of traffic the commercial developments in the area generate from all across the region. He saw this as an opportunity to fix a problem at a reasonable cost to the Region, noting there has been a steady increase of traffic in the community and this is not an area that has a lot of pedestrian or cycling traffic, compared to the amount of vehicular traffic.

That the Transportation Committee recommend Council:

- 1. Approve the road widening on the west side of Richmond Road as illustrated in Annex A;**
- 2. Authorize the initiation of the public hearing process, as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED
(L. Davis, D. Holmes and
J. Legendre dissented)

3. MEDIAN MODIFICATION - 2260 WALKLEY ROAD
 - Director, Mobility Services and Corporate Fleet Services report dated 16 Aug 96
 - Director, Mobility Services and Corporate Fleet Services Addendum report dated 23 Aug 96

Following a brief overview by staff and noting the concerns outlined in the report with respect to a further reduction in the median, Councillor Legendre stated that even if the median was cut back further than proposed, it would still function in its ability to prohibit left-turning movements from Audrey Avenue onto Walkley Road. He made reference to the suggestion by the new owner for an increased cut-back to allow greater movement by large vehicles leaving the site, and proposed the staff recommendation be amended to provide for a 9 metre cut back. He maintained the front end of a truck turning left with a 7 metre cut back would protrude onto Audrey Avenue and backing it up an additional 2 metres would make a huge difference in this regard and would not change the intent of what staff were attempting to achieve.

Staff were concerned a greater cut-back may tempt motorists to make an illegal left-turn from Audrey Avenue onto Walkley Road, but recognized this could be addressed with appropriate signage to prohibit such movements.

Moved by J. Legendre

That the Transportation Committee recommend Council approve a 9 metre cut back of the median on Walkley Road which is located 18 m east of Audrey Avenue, subject to the proponent:

- 1. Funding the total cost of the proposed road work and;**
- 2. Executing a legal agreement with respect to 1. above.**

CARRIED as amended

Staff confirmed that a 9 metre cut back would not require that the project be advertised for a public hearing.

TRAFFIC AND PARKING

4. BROOKFIELD ROAD AND FLANNERY DRIVE/AIRPORT PARKWAY EXIT RAMP - MULTI-WAY STOP CONTROL
- Director, Mobility Services and Corporate Fleet Services report dated 06 Aug 96

That Transportation Committee recommend Council approve the implementation of multi-way stop control at the intersection of Brookfield Road and Flannery Drive/Airport Parkway exit ramp and the amendment of the Traffic and Parking By-law to reflect this change.

CARRIED

5. INNES ROAD (REGIONAL ROAD 30) - SPEED ZONING

- Director, Mobility Services and Corporate Fleet Services report dated 02 Aug 96

Councillor Kreling proposed that the speed limit on Innes Road between a point 232 m east of Dorima Street and Portobello Boulevard be 60 km/h. He had selected Portobello Boulevard because it is a little further east of Orchardview Avenue.

Councillor van den Ham noted this portion of Innes Road is a two-lane rural cross-section with deep ditches on both sides. With the growth in that portion of Orléans, he had received concerns from the community about turning onto Orchardview Avenue and supported the amendment, especially with the construction of the new church and high school just east of that location.

The Commissioner stated staff's position with respect to speed limits, noting a reduction on this stretch of roadway would not deter speeding because that is determined by the perception of the driver of difficulties on and along the road. Based on experience in such situations, he was convinced the speed at which 85% of motorists travelling will be at or in excess of 80 km/h. While Councillor Kreling agreed with these comments, he maintained that if the road is zoned 80 km/h, motorists would actually drive 90 km/h or more, which would not be well received by residents in the area who are concerned about their safety. He noted there will be further development on the south side of Innes Road in Cumberland and Orléans, and felt it more appropriate to get people used to the lower and more appropriate speed limit prior to the completion of that development.

Moved by H. Kreling

That Transportation Committee recommend Council approve that the speed limit on Innes Road between a point 232 m east of Dorima Street and Portobello Boulevard be 60 km/h.

CARRIED

The Committee Chair expressed concern about the inconsistent speed postings on various Regional roads, even though they are comparable in nature. He inquired whether staff would be bringing forward a report in this regard or whether there could be a briefing by staff on speed zones with the goal being to change the existing policy. The Director of Mobility Services noted that a report on speed zones will be coming forward in the fall. In response to the comment about inconsistencies of speed zones, he indicated that although staff adhere to Council policy when making their recommendations, some particular zones are changed as a result of decisions taken by Council.

INQUIRIES

West Transitway Extension - Status

Councillor Cullen made reference to his previous inquiry in July and questioned further the status of the West Transitway extension. He recalled staff were to consult with Ministry of Transportation (MTO) staff to determine if they would reconsider and qualify this project for 75% provincial subsidy as opposed to the new 50% provincial subsidy. The Commissioner advised a request has gone forward to the MTO, but there has not been a response. When questioned how soon staff will know where this project is in the capital budget and how it is financed, the Commissioner indicated it would depend on the response from the Ministry, although he believed the Region had a strong case. He explained the deadline for submission of the capital budget to the Committee of Department Heads is October or November but Council would be apprised accordingly of any response from the Ministry.

NCC Decision re Champlain Bridge

In response to concerns expressed by Councillor Davis with respect to the latest decision taken by the NCC confirming their intentions to expand the Champlain Bridge to three lanes, the Committee Chair questioned whether the Region could arrange and host a meeting through the Communauté Urbaine de l'Outaouais (CUO) and invite the NCC Commissioners to discuss this issue. The intent of such a meeting would be to provide them with information which might have been withheld from them originally and which may alter their decision. He suggested sending them an executive summary highlighting the pages in the consultant's report which refer to those issues the Region feel are germane to the question.

Councillor Davis believed such a meeting would not be very useful because she felt the Commissioners would not attend. Instead, she suggested that staff bring forward a report to the next meeting, which outlines the alternatives staff feel are available to the Region, keeping in mind the 30-day time line to respond to the NCC. In particular, she was concerned how staff would respond to the issue about the hidden cost element with respect to the third lane.

Dr. Shallal advised staff are proceeding based on Council direction in July and are putting together a full submission incorporating all the comments the Region has made and will send it directly to the Board of Commissioners at the NCC. Councillor Davis questioned whether that submission could come before the Committee before it is sent off to ensure the wording is strong enough and the Commissioner confirmed staff will endeavour to bring something forward to the next meeting or seek the Committee's approval for a meeting at another time.

Cedarview Road - Traffic Counters

Councillor Pratt made reference to traffic counters he witnessed on Cedarview Road and assumed they were there to measure the differences in traffic volumes before and after the opening of Highway 416. He asked that staff share the results of that data as soon as it becomes available.

Further to this, the Committee Chair questioned whether staff had contacted MTO with regard to the signage to Highway 417 from the exit of Highway 416 at Cedarview Road. He explained the current directions send motorists to the Queensway via Hunt Club Road and Greenbank Road, when the shorter route would be via Cedarview/Baseline/Richmond. J. Fraser of the Environment and Transportation Department advised staff have forwarded the Region's position on this to the local MTO office, but explained the original routing was set up with the expectation the highway would be opened in the fall of 1995 and with construction at Baseline, Richmond and Cedarview, it was preferable to direct motorists in the other direction.

ADJOURNMENT

The meeting adjourned at 2:40 p.m.

CO-ORDINATOR

CHAIR