

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

5 MARCH 1997

1:30 P.M.

PRESENT

Chair: R. Cantin

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

CONFIRMATION OF MINUTES

That the Transportation Committee approve the Minutes of the meeting of 19 February 1997.

CARRIED

PRESENTATION

1. DRAFT TRANSPORTATION MASTER PLAN

- Planning & Development Approvals Commissioner report dated 13 Feb 97
- Draft Transportation Master Plan and Executive Summary previously distributed with the Draft Regional Official Plan & Water & Wastewater Master Plans via the Planning and Development Approvals Commissioner memorandum dated 27 Jan 97

Mr. Brendan Reid, Manager, Project and Infrastructure Planning Branch, reminded Committee members the Transportation Master Plan (TMP) was initiated in May 1995 with the appointment of Dillon Consulting Limited. Over the past twenty months, approximately thirty technical reports have been prepared on a wide range of transportation issues. These reports have been distilled into the Draft TMP released in February 1997, along with the Draft Regional Official Plan and the Draft Water and Wastewater Master Plan, to implement the Regional Development Strategy.

-
- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
 2. Reports requiring Council consideration will be presented to Council on 12 March 1997 in Transportation Committee Report 47 and on 9 April 1997 in Transportation Committee Report 48.

Mr. Reid introduced Mr. John Schnablegger, Project Manager, Dillon Consulting Limited, who gave a detailed presentation on the Transportation Master Plan (document is held on file with the Transportation Committee Co-ordinator).

Mr. Reid made reference to the large number of technical documents produced over the past twenty months, and he acknowledged the efforts of the following individuals in the preparation of the TMP: Mssrs. Harry Beere, transit matters, Don Stephens, surveys and data preparation, Geoff Noxon, Transportation Demand Management and report preparation, Brian Miller, system management and traffic calming, Grant Malinsky, pedestrian and cycling matters, Rajan Phillips, foundation documents and John Mackenzie and Steve Lyon, Project Managers.

Councillor L. Davis said there was nothing in the TMP to help the community adjoining the Champlain Bridge address the "hemorrhaging" from other areas. Mr. Schnablegger pointed out there is a clear difference in attitude towards automobile travel in the Province of Québec, and that he thought providing no supporting infrastructure was probably the strongest statement that could be made. He indicated that the basis of the strategy for either side of the river is to have a roadway plan that provides ease of access to the periphery; after this, it becomes difficult to travel by car, therefore transit must be used to complete the trip.

Councillor Davis wanted to know why the idea of a river crossing further to the west has not been examined, given the fact some local mayors have expressed support for such a proposal. This would mean the Champlain Bridge does not always have to be the decision-maker when it comes to transportation between Aylmer and the western part of the City of Ottawa. Mr. Schnablegger replied it would be difficult to make a cost-benefit argument, given the extensive cost of a river crossing between Aylmer Island and Kanata. He added it would be unlikely that a private sector partnership could be found, investors would want to retire the debt in 15 - 20 years, and the per trip costs would likely have to be high to accommodate this. Mr. Reid pointed out the need for a sixth bridge is identified in the plan; as there will likely be only one more river crossing in the next 25 - 30 years, its location will more likely be easterly. He noted that the decision as to the exact location of the sixth bridge will be made by the federal and provincial governments.

Councillor J. Legendre said he thought Regional Council had taken a position against any more river crossings within the central area. He asked why, given this policy, staff are now saying the approaches to Kettle Island have to be protected. Mr. Schnablegger replied this was done at the direction of the National Capital Commission, however Council can reaffirm its position if it so desires.

Councillor Legendre wanted to know why sidewalks would not be built on either side of roadways in the urban area, in anticipation of buses running on those roadways in the future. Mr. Schnablegger replied this approach makes sense, but is expensive when adjacent development is not present. In reply to a further question from the Councillor, Mr. Reid said the TMP does not have specific policies on protecting the right-of-way for sidewalks, although the general right-of-way would include enough space for a sidewalk and a bicycle route.

Councillor D. Holmes said she was surprised to hear the Transitway had always been planned for conversion to light rail. Mr. H. Beere indicated that the standards apply to both heavy and light rail: the only difference is the structure required to carry the transitway over another roadway. He added staff will ensure all future designs retain the convertibility, and the only issue will be whether at any stage the conversion is cost-effective.

Councillor Holmes spoke about the intersection widenings that may be required as a result of truck traffic. She expressed her concern that the region may be looking at corner roundings at every intersection on a truck route. Mr. Schnablegger clarified it is the corner radius, and not the widening per se, which has to be watched, and he pointed out buses have the same problem.

Speaking to the proposed development of the LeBreton Flats, Councillor Holmes asked whether staff foresee permanent tour bus parking facilities in that location. Mr. Beere replied one parcel of land will be transferred to the RMOC and would be suited for this purpose. Mr. Reid added this is not specified in the TMP however it can be dealt with as part of the LeBreton Flats Official Plan. Replying to a further question from the Councillor, Mr. Reid said a proposed transitway station at LeBreton Flats has been identified in the second, five-year plan (2002 to 2007).

In reply to questions from Councillor A. Cullen, Mr. Beere confirmed there would be consistency in using the transitway rights-of-way for cycling facilities where possible. Staff confirmed, in response to a further question from Councillor Cullen, that the total amount of funding for projects identified in Table 10, Summary of Roadway Projects, was \$60 million.

That the Transportation Committee receive this report for information.

RECEIVED

REGULAR ITEMS

2. HOPE SIDE ROAD EXTENSION (LYTLE AVENUE OPTION)

- Planning & Development Approvals Commissioner report dated 17 Feb 97

The Committee heard from Mr. Brendan Reid, Manager, Project and Infrastructure Planning Branch. He began by saying the report was prepared further to discussions relating to the Regional Development Strategy (RDS) when staff were directed to evaluate whether the Lytle Avenue option should continue to be considered within the Transportation Master Plan (TMP). He indicated that, as a result of concerns expressed by residents of Lytle Avenue, staff have evaluated five options and these are described in the report. He pointed out that the original proposal is the least likely of any to be selected, primarily because of the direct impact it will have on the community, i.e., a large increase in traffic on a cul-de-sac with approximately 15 homes. It will be impossible to mitigate the impact of the increased traffic on local residents.

In reply to questions from Councillor A. Cullen, Mr. Reid confirmed that staff are fulfilling the first two stages of the Environmental Assessment (E.A.) process by identifying a corridor and establishing need: further work will have to be undertaken, and further public input will be required in the long term. Mr. Reid also agreed with Councillor Cullen that the review of the Regional Official Plan (ROP) will present another opportunity to delete this corridor from the regional road system.

Al Speyers, Alliance to Save Our Greenbelt said he had been pleased to see the concerns expressed over the quality of life of a small, residential area and over protection of the Stony Swamp and the Greenbelt. He put forward the view the preferred option would be Option 5, as it would eliminate, as much as possible, the need for new roadways. He pointed out that using provincial highways to link arterials or as by-passes has been done throughout Ontario. He posited that an interchange at a very curvilinear location on Hwy 416 should pose no problem in term of access/egress and safety. He noted that Option 5 makes no provision for eastbound traffic on Hope Side Road to head south on Hwy 416. Mr. Speyers suggested a full interchange could be accommodated further removed from Lytle Avenue to lessen impact on that community and to allow traffic to move in every direction.

Mark Groper, a resident of Lytle Avenue, expressed his appreciation for the work undertaken by staff in response to residents' concerns. He noted, however, that Options 1 and 4, which are still under consideration, will still have a negative impact on Lytle Avenue. He asked that Committee members take the time to review his letter¹ and those from area residents and other individuals² in adjoining communities, expressing their concerns.

¹ Letter dated March 5, 1997 from M. Groper to Councillor D. Pratt

² Letter dated March 4, 1997 from Anne Carter, President, Cedarhill Community Association to Councillor D. Pratt and Information package provided by Councillor Molly McGoldrick-Larsen, Evergreen Ward, City of Nepean.

The speaker said he believes that transportation needs should be addressed using the existing roadways; that environmental concerns should be investigated and addressed by other means. He posited that establishing a new road would be more costly, and would have greater impact on local residents. He described the impacts felt during the recent construction of Hwy 416, i.e., blasting, increased traffic and traffic noise, expropriation of property, and increased vandalism on the street. He speculated that the connection of Hwy 416 to the 417 will mean increased traffic noise because of higher traffic volumes on Hwy 416. Mr. Groper asked that Council look closely at the options being proposed and recognize their impact when making a decision on the corridor.

In response to a question from Councillor D. Pratt, Mr. Reid confirmed the Region's intent is to continue using the existing roadway system as long as possible to service the growth area in south Kanata (Hunt Club West to Richmond Road, and Richmond Road south to Bridlewood). He said the problem only arises in the long term, when there is a need for additional east-west capacity. At that time, the alternative will be whether property for the widening of Hunt Club Road through the Stony Swamp will be available or whether rights-of-way will have to be acquired elsewhere.

Councillor Pratt asked whether any consideration had been given to a full interchange at Hwy 416. Mr. Reid said he did not believe the Ministry of Transportation of Ontario (MTO) would be favorable to building an interchange between two adjoining interchanges that are relatively close for a rural freeway (Hunt Club Road to the north and Fallowfield Road to the south): a partial interchange would likely be as much as could be hoped for. He reiterated this is a very curvilinear part of the freeway system, close to existing interchanges: Hwy 416 is not completed, and from the RMOC's point of view, the corridor may not be needed for another fifteen to twenty years.

In reply to a further question from Councillor Pratt, Mr. Reid indicated the MTO has not provided a detailed response regarding Option 5. Councillor Pratt made reference to the eventual environmental assessment process. He suggested it would be worthwhile to see whether all the relevant parties can agree to eliminate certain options, in an effort to assuage the community where it feels threatened.

Councillor J. Legendre referred to Mr. Reid's comment about the MTO's response to an additional interchange. He asked whether the Ministry would make comparisons between the distances between the Queensway interchanges and those on Hwy 416. Mr. Reid posited the two are not comparable, as the MTO would consider the Hwy 416 interchange as a rural interchange and its standards of spacing would be somewhat higher. He added that the spacing between the Fallowfield Road and the Hunt Club Road interchanges is approximately 2 miles, generally "rule of thumb" spacing. He noted, in response to a further question from Councillor Legendre, that safety, not cost, would be the primary concern.

Councillor H. Kreling asked whether the protection of the corridor was based on vehicle projections for the area. Mr. Reid replied this is based on the projections contained in the Transportation Master Plan and in the Regional Official Plan. He added that even though considerable growth is envisaged for Kanata, speculation about the corridor not being required for another 15 to 20 years is not unreasonable.

Councillor Pratt presented a Motion calling for all parties to consider eliminating a number of options, to address the concerns of local citizens. Councillor Cullen proposed this be dealt with during consideration of the TMP, scheduled for 16 May. Councillor Pratt said the matter should be dealt with at this time, as the Committee has been made aware of the local residents' view that the link is not very desirable. He said his Motion seeks the cooperation of all participants and if there is unanimous consent, certain options can be eliminated at an early stage. This would give all the parties more time to examine options which would not affect the community as directly.

Moved by D. Pratt

WHEREAS the residents of Lytle Avenue have faced a significant deterioration of their quality of life as a result of the construction of Highway 416 and the resulting visual and noise effects on their community;

AND WHEREAS this negative effect on the quality of life is likely to increase as a result of the opening of the final leg of the 416 to the 417;

AND WHEREAS any further road construction in the immediate vicinity of Lytle Avenue would exacerbate an already serious situation;

THEREFORE BE IT RESOLVED that regional staff seek the co-operation of the National Capital Commission (N.C.C.) the Ministry of Transportation of Ontario (M.T.O.) and the Ministry of Environment and Energy (M.O.E.E.) for the elimination of both the direct link between Lytle Avenue and the Hope Side Road Extension and of Option 4 (outlined in the Environment and Transportation Commissioner's report dated 17 Feb 97) which would squeeze a new regional road between the 416 and the community, and report to the Environment and Transportation Committee by May 16;

AND BE IT FURTHER RESOLVED that if the co-operation of the N.C.C., the M.T.O and the M.O.E.E. is not forthcoming, the community's objections be appended to the Hope Side Road Extension file and that the community, its spokesperson(s) and all area elected representatives (federal, provincial, regional and local) be kept informed of further work/studies/proposals and hearings related to this project

CARRIED

3. HAZELDEAN ROAD (REGIONAL ROAD 36) - ROADWAY MODIFICATIONS ALONG THE FRONTAGE OF THE PROPOSED HAZELDEAN PLAZA
- Environment and Transportation Commissioner report dated 14 Jan 97

That the Transportation Committee recommend Council approve:

- 1. the Region's participation with Penex Hazeldean Limited in the construction of roadway modifications on Hazeldean Road to improve traffic safety and facilitate access to the proposed Hazeldean Plaza development, and;**
- 2. transferring funds in the amount of \$150,000 from Hunt Club Extension (91-30610) to the Safety Improvement Programme (91-30708).**

CARRIED

ROADWAY MODIFICATIONS

4. MODIFICATIONS TO TOWNGATE SHOPPING CENTRE ACCESS ON BANK STREET 80 M SOUTH OF HUNT CLUB ROAD
- Director, Mobility Services & Corporate Fleet Services report dated 17 Feb 97

At the outset, the Committee Chair, R. Cantin informed committee members that representatives from the shopping centre owner, Truscan Realty Limited, have agreed that, should traffic at the Bank Street or Hunt Club Road intersection be hampered by the proposed new traffic control signal, the entrance to the shopping centre will be reinstated to its original condition at full cost to the developer.

In reply to questions from Councillor J. Legendre, Mr. Doug Brousseau, Director, Mobility Services and Corporate Fleet Services, Environment and Transportation Department, said the proposed new pedestrian crossing will facilitate pedestrian traffic onto Bank Street: Hunt Club Road is currently signalized for pedestrians. Councillor Legendre put forth the view that the existing conditions are a prime example of what can happen as a result of a two-tier planning process. Chair Cantin suggested the matter be allowed to proceed, given the developer's commitment to pay for reinstatement, if required.

That the Transportation Committee recommend Council approve the installation of traffic control signals at the access to the Towngate Shopping Centre on Bank Street 80 m south of Hunt Club Road subject to the owner:

- 1. paying the total cost of the signal installation, related road works and the modifications to the existing signals at the intersection of Bank and Hunt Club. Should traffic at the Bank Street or Hunt Club Road intersection be**

hampered by the proposed new traffic control signal, the entrance to the shopping centre will be reinstated to its original condition at full cost to the developer.

2. **executing a legal agreement with respect to 1. above;**

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

CARRIED as amended

OTHER BUSINESS

1. Audible Pedestrian Control Signals

The Committee heard from Dr. Ed Foohui, a citizen, who related his experience of traveling, as a blind person, through Ottawa-Carleton. He spoke about the fact that traffic conditions have become more difficult and dangerous in the last two years. In addition, more time is required to train guide dogs, as it is thought it is preferable to use mature animals for this purpose.

Dr. Foohui noted there are currently 37 audible and 800 visual signals in place. He suggested additional audible pedestrian control signals would help. In addition, the signals should be standardized and anything the Committee can do in this respect will be appreciated. Dr. Foohui suggested an advisory committee could be formed, or a public meeting could be held, where affected persons would provide their input and offer their assistance if required.

Councillor M. Meilleur suggested the speaker provide a list of priority intersections, to be considered by the Committee in the context of the Intersection Improvement Program. Councillor J. Legendre asked Dr. Foohui if he would comment on standardization, specifically, how long signals have been in place and what is their level of maturity. Dr. Foohui expressed the view audible systems are not very sophisticated; they come in many models and this is the rationale behind the request that they be standardized.

On behalf of the Committee, Chair R. Cantin thanked Dr. Foohui for his comments. The Environment and Transportation Commissioner, Mr. M. Sheflin, noted that the department has worked with the Canadian National Institute for the Blind (CNIB) on this and other relevant issues. He said this partnership would be expanded to include other agencies that have knowledge and expertise in this area.

2. Arboricultural Award of Merit

Mr. Craig Huff, Regional Arborist, presented Committee Chair R. Cantin with the Arboricultural Award of Merit, from the Ontario Chapter of the International Society of Arboriculture. The award is presented to the Regional Municipality of Ottawa-Carleton (RMOC) for advancing the principles, ideals and practices of arboriculture in the following areas:

- the RMOC's proactive approach towards maintenance of its green assets inventory;
- the extensive re-greening that has taken place during the construction of transportation corridors in Ottawa-Carleton;
- the work done in advancing tree protection in areas such as Wellington Street, Laurier Avenue, and the guidelines for the protection of trees being included in regional contract specifications.

ADJOURNMENT

The meeting adjourned at 5:00 p.m.

ACTING CO-ORDINATOR

CHAIR