

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

6 SEPTEMBER 2000

1:30 P.M.

PRESENT

Chair: D. Holmes

Members: M. Bellemare, W. Byrne, R. Cantin, L. Davis, C. Doucet, H. Kreling,
J. Legendre, M. McGoldrick-Larsen, M. Meilleur

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 2 August 2000.

CARRIED

ROADWAY MODIFICATIONS - PUBLIC HEARINGS

1. LAURIER BRIDGE RECONSTRUCTION - ELGIN TO NICHOLAS
- Director, Engineering report dated 31 Jul 00

Vinni Sahni, Manager, Structures presented the details of the proposed rehabilitation. A copy of his presentation is held on file.

In response to questions raised, Mr. Sahni advised that approximately 1600 westbound and 900 eastbound vehicles travel across the bridge during the morning peak hours. In the afternoon peak hours those numbers are essentially reversed.

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- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
 2. Reports requiring Council consideration will be presented to Council on 13 September 2000 in Transportation Committee Report 68.

Councillor Meilleur believed the proposed design will make the bridge too wide and referred to a proposal to reduce the width to three lanes to accommodate the flow of traffic in the peak periods. Mr. Sahni explained that a reversible lane is not recommended based on the following:

- there is not enough transition at the bridge approaches because the intersections are too close and significant costs would be incurred to improve those approaches accordingly;
- reversible lanes require overhead signing to be erected on large towers on the bridge, effectively taking away space from pedestrians and affecting the aesthetics of the bridge from the canal;
- based on traffic volumes, the lanes in non-peak direction will be jammed during peak periods thereby affecting access across the bridge for emergency vehicles;
- safety concerns for pedestrians crossing the bridge during the different peak periods.

The Director of Mobility Services and Corporate Fleet Services added that potential queues in the downtown streets will result if the traffic is congested and will be diverted to other streets. There would be a requirement to do an extensive review of the impact of the rest of the downtown with such a measure.

Tom Parker, Disability Issues Advisory Committee advised that while most of their concerns have been addressed they still have a few outstanding issues with respect to access from the sidewalk alongside the canal to the bridge level. Currently, access is provided from the Queen Elizabeth Driveway and Colonel By Drive by way of ramps and he believed that between those street levels down to the canal sidewalk, the National Capital Commission (NCC) plans to improve a pedestrian connection. That being the case, he hoped it could be included at the same time the bridge is reconstructed. Also, if there was a way for them to cross Colonel By Drive, then they would have access across the canal. He noted that under the bridge on the southwest side, there is pedestrian access to the sidewalk along the canal, but it is not equipped for wheelchairs.

Barry McMahon, Disability Issues Advisory Committee asked why an elevator was not considered on the southeast side of the bridge where the spiral staircase is proposed to be replaced. He believed this was the time to address barrier-free environments, and not as an expensive retrofit in the future.

In response to the concern about a pedestrian crossing at Colonel By Drive, Mr. Sahni advised that initial indications from the NCC was that they were not in favour of providing such a crossing. However, a crossing exists 60 m further north along Colonel By Drive at the

intersection. With respect to the provision of a ramp from the lower part of the bridge to the sidewalk on the west side of the canal, he advised that while the slope is too steep for such a ramp, staff are working with the NCC to ensure that Confederation Park Phase III work is done in conjunction with bridge work or soon thereafter. He added that the spiral staircase on the south side needs to be replaced as it is at the current end of its life.

Phillip McCrea hoped the width of the lanes from the bridge going south towards the Queensway will not be increased. Also, if there is any need to realign Laurier Avenue east between Nicholas Street and the transitway, that the land required to do so be taken from the Minto parking lot and not from the south side where there is a proposal to save the heritage buildings at the Nicholas/Waller triangle.

Mr. Sahni advised that the eastbound right-turn lane from Laurier to Nicholas needs to be wider to accommodate trucking turning movements. However, there is a reduction of one lane at this location.

Mr. McCrea further suggested that the hardware designs, i.e., railings, lighting, be in keeping with the original design of the bridge, similar to what was done for the Bank Street and Cummings bridges. In closing, he indicated that the Department of Public Works is doing some work on the Department of National Defense (DND) headquarters and the railings in front of the building have been removed. He suggested that steps be taken to ensure that whatever they reinstall, be in keeping with what the Region has in mind for the bridge. Mr. Sahni advised that staff are currently working with representatives from Public Works and DND.

Jon Legg, Action Sandy Hill referred to their proposal for a three-lane bridge and he distributed copies of his interpretation of such a facility. This proposal includes bicycle lanes and provides for an increased sidewalk width on both sides and should emergency vehicles need to get by during peak periods, motorists will be able to pull over into the bicycle lane to allow those vehicles to pass. They propose a configuration which would be 5% total in expansion from one edge to the other and therefore, they presume that a solution could be found to not install two arches under the bridge. In addition, ASH supports the construction of a pedestrian bridge at Somerset Street to the transitway on Nicholas Street and in an effort to ensure funds are available for this facility, they recommend that it be constructed prior to the rehabilitation of the Laurier Bridge.

David Gladstone, Vice President, Centretown Citizens Community Association and Chair, City Centre Coalition referred to his letter dated 6 September 2000. He urged committee to direct staff to examine a three-lane configuration as suggested previously and that they consult with the Public Advisory Committee and members of the public. He agreed that the pedestrian bridge at Somerset Street should be completed before work is done on this project.

Linda Hoad believed the proposal submitted by staff would create a bridge that is too wide. She stated that while the terms of reference for the bridge rehabilitation were approved by Council in 1993, there have been many changes in priorities as detailed in the Transportation Master Plan and the 1997 Regional Official Plan. Hence, no consideration was given to a reduction of lanes on the bridge and the affect it would have on other areas in the downtown. Another option that was not considered is a separate bicycle/pedestrian bridge on a separate structure, not cantilevered off the existing bridge. She suggested that money will be wasted unnecessarily if the proposed design is approved, because she was not convinced that all options have been explored. She feared that widening the bridge would result in increased speeds of motorists, so what pedestrians and cyclists gain in comfort by having added capacity, they will lose in the increased volume of traffic that will use the bridge. She urged committee to examine other alternatives that do not require the addition of a pair of arches and widening the bridge to the extent that would essentially allow a six-lane roadway if the painted roadway markings were moved.

Councillor Cantin questioned how long it would be before construction of the Somerset Street pedestrian bridge is completed. The Commissioner of Planning and Development Approvals, Nick Tunnacliffe, indicated that the design study for this facility will be completed next spring and, if approved by the Federal government and following a year of detailed design, the earliest time this facility could begin construction would be 2002.

Councillor McGoldrick-Larsen opined that given the current rate of growth in Ottawa-Carleton, there is a need to take care of the existing infrastructure in order to maintain the quality of life can be maintained. While she acknowledged there will be some increased volume over the bridge as a result of the rehabilitation, she believed that as this region continues to grow and jobs are created in other areas to the south, west and east, a balance with respect to traffic will be realized, resulting in more stability in the downtown core.

Councillor Doucet believed the proposed design will create a structure that is too big. He believed the Region could provide for improved bicycle and pedestrian travel and still accommodate traffic needs by reconstructing the bridge with only three lanes, one being a reversible lane to serve a.m. and p.m. peak periods. He maintained that widening the bridge as proposed would take away from the beauty of the immediate area. He believed that reversible lanes are a reasonable compromise and will not reduce access to people coming downtown.

Councillor Meilleur thanked staff for the consultation carried out with the community because their needs have been reflected. However, she believed the wider structure will serve to attract more vehicles and the suggestion to examine three lanes should be carried out without delaying the study to determine if that lane configuration is possible. As far as the emergency vehicles are

concerned, she stated there will be more space for the cars to move over to the side of Laurier and let those vehicles go by.

Councillor Legendre believed the design will allow both the road and the intersection to work better. He supported the Motion for an examination of a three-lane bridge because he believed staff should carry out a proper assessment of alternatives, including an examination of trying to keep the bridge supported by the four arches, as suggested by the Action Sandy Hill representative.

Chair Holmes indicated her support for the proposal to construct the pedestrian bridge at Somerset Street across the canal, noting the Region has been waiting 20 years for approval from the federal government to construct this bridge. With respect to the proposal for three lanes, she agreed that option should be examined, especially taking into consideration the priorities contained in the Region's TMP and its Official Plan.

Moved by M. Meilleur

That the Somerset Street foot bridge be completed before the Laurier Bridge rehabilitation begins (August 2001).

CARRIED

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes, H. Kreling, J. Legendre,
M. Meilleur....7

NAYS:M. Bellemare, R. Cantin, M. McGoldrick-Larsen....3

Moved by C. Doucet

That the Laurier Bridge report be returned to staff to develop an alternative proposal based on 3 vehicle lanes with the central lane to be counterflow and with improved pedestrian and bicycle access to be taken from the reduction of vehicle lanes and that a fifth arch be considered if the elimination of one lane is not sufficient to provide improved pedestrian and bicycle access.

CARRIED

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes, J. Legendre, M. Meilleur....6

NAYS:M. Bellemare, R. Cantin, H. Kreling, M. McGoldrick-Larsen....4

Councillor Cantin proposed that Fire, Ambulance and Police Services input be obtained before the 3 lane proposal goes to Regional Council for discussion and/or approval. Councillor

Legendre opined that it is more important to have that information as part of the aforementioned Motion, however, Councillor Cantin explained that he was trying to avoid staff having to do a lot of work if the emergency services feel there will be major negative affects for them.

Moved by J. Legendre

That the following information form part of the review proposed in the preceding Motion:

That Fire, Ambulance and Police Services input be obtained before the 3 lane proposal goes to Regional Council for discussion and/or approval.

CARRIED

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes, J. Legendre, M. Meilleur....6

NAYS:M. Bellemare, R. Cantin, H. Kreling, M. McGoldrick-Larsen....4

2. **MODIFICATIONS TO MAIN STREET BETWEEN CARP ROAD AND NEIL AVENUE TO ACCOMMODATE THE AMBERLAKES DEVELOPMENT**

- Director, Mobility Services and Corporate Fleet Services report dated 18 Aug 00

Councillor Legendre expressed concern about the wide turning radius at Annexes B and D. John Fraser, Senior Review Engineer advised that these could be tightened up in the detailed design stage.

Having held a public hearing, that the Transportation Committee recommend Council approve the modification to the traffic control signal at the intersection of Main Street and Carp Road and the construction of associated roadway modifications on Main Street between Carp Road and Neil Avenue as described in the report and illustrated in Annexes B, C, and D, subject to the proponent, T. L. Properties IV Ltd.:

1. **funding the total cost for the roadway modifications and the associated utility relocations which would include paying the total cost for the modifications to existing traffic control signals; and,**
2. **executing a legal agreement with respect to the above.**

CARRIED

3. PROPOSED ROADWAY MODIFICATIONS TO SMYTH ROAD/NATIONAL DEFENCE MEDICAL CENTRE ACCESS ROAD INTERSECTION

- Director, Mobility Services and Corporate Fleet Services report dated 18 Aug 00

John Fraser, Senior Review Engineer, provided a brief overview of the proposed modifications.

Questions arose on the amount of traffic entering and exiting from Fairbanks Avenue and Councillor Cantin inquired whether staff had considered aligning that road with the access to the medical centre. The Director of Mobility Services advised that such an alignment would encroach onto the Conference Board of Canada lands so there are property issues to be considered. Councillor Hume added that a representative of the local community association had advised him of their preference to extend the median on Smyth Road straight through to divide up the intersection.

Joyce Wright, Faircrest Heights Community Association explained there is a safety problem associated with motorists travelling east on Smyth and turning left onto Fairbanks. She believed the signals to be installed as part of the roadway modifications should be moved closer to Fairbanks to serve local residents.

When questioned whether it would be possible to realign Fairbanks and the NDMC access, Mr. Fraser explained that moving the intersection further west would result in long queues for left-turning traffic. As suggested previously, the community preferred that the median be extended from Smyth/Alta Vista intersection across to the intersection of Fairbanks, thus making Fairbanks right-in/right-out only. He added that consideration had been given to moving the access further to the west, however, the access for the Conference Board of Canada was always intended to be through the NDMC lands. If the access were moved further east, then the traffic generated from the office tower and the Conference Board of Canada would be forced down a residential street.

Councillor Cantin stated that the intersection should be made safe for everyone and the Conference Board of Canada should be approached regarding an alignment of the two roads.

Ted Fobert, FOTENN, representing Canada Lands Company explained that when the subdivision was approved in 1996, the intersection was approved at the same time to serve that development. Consequently, residents of the new subdivision will access via the NDMC road. He explained that there were very low traffic volumes turning left from Fairbanks to Smyth Road because motorists usually head south and west towards the signalized intersection at Alta Vista. Further, there is no additional room in the right-of-way for a median. He believed that the best solution is to monitor the situation and to install a "No Left-turn During Peak Hours"

sign opposite Fairbanks on the north side of Smyth Road. He encouraged the committee to approve the staff recommendation.

Moved by M. McGoldrick-Larsen

That the situation be monitored and that staff be directed to report back if there are any problems associated with these roadway modifications.

CARRIED

Councillor Hume asked that when this item rises to Council, that staff advise him of the amount of land there will be left in the right-of-way and he would pursue the option of extending the median with the community.

Having held a public hearing, that the Transportation Committee recommend Council approve the construction of the modifications at the Smyth Road/NDMC Access Road intersection as described in the report and shown on Annex B, subject to the proponent:

- 1. funding the total cost of the roadway modifications plus associated utility relocations which would include paying the total cost for the traffic control signal installation and their annual maintenance costs until such time as the signals meet the Ministry of Transportation of Ontario installation warrants and be in accordance with Council policy; and,**
- 2. executing a legal agreement with respect to the above.**

CARRIED as amended

- 4. MODIFICATIONS TO PRINCE OF WALES DRIVE TO
ACCOMMODATE THE HAVENLEA AREA 4 SUBDIVISION
- Director, Mobility Services and Corporate Fleet Services report dated 16 August 00**

Having held a public hearing, that the Transportation Committee recommend Council approve the installation of traffic control signals at the intersection of Prince of Wales Drive (Old Highway 16) and Crestway Drive and the construction of associated roadway modifications as described in the report and illustrated in Annex B, subject to the proponent, Tartan Development Corporation:

- 1. funding the total cost for the roadway modifications and the associated utility relocations which would include paying the total cost for the traffic control**

signal installation and their annual maintenance costs until such time as the signals meet the Ministry of Transportation of Ontario installation warrants and be in accordance with Council policy; and,

- 2. executing a legal agreement with respect to the above.**

CARRIED

TRAFFIC CONTROL SIGNALS

5. MAIN STREET AND HOBIN STREET (GOULBOURN)

- Director, Mobility Services and Corporate Fleet Services report dated 17 Aug 00

Moved by J. Legendre

That the Transportation Committee recommend Council approve the installation of a traffic control signal at Main Street and Hobin Street, subject to the Township of Goulbourn:

- a. paying the total cost of the signal installation;**
- b. paying the annual maintenance and operating costs for the remainder of year 2000; and,**
- c. executing a legal agreement with respect to a. and b.**

CARRIED

6. OLD PRESCOTT ROAD AND PARKWAY ROAD

- Director, Mobility Services and Corporate Fleet Services report dated 18 Aug 00

While he was prepared to move adoption of Recommendation 2, Councillor Legendre was unclear where the funds would come from to assist the Township. The Director of Mobility Services and Corporate Fleet Services advised that should committee adopt that recommendation, the funds could be moved from the budget allocated for locations which will not be built this year. If that is the case, however, there will be a need to top-up the account to do those other intersections in 2001.

Moved by J. Legendre

That the Transportation Committee recommend Council approve that cost sharing be provided to the Township of Osgoode to install a rural area traffic control signal and associated street lighting and road modifications at Old Prescott Road and Parkway Road, subject to funds being allocated from the New Traffic Control Signals Programme under the year 2000 provision to cost share unwarranted rural area signals.

CARRIED

Moved by R. Cantin

That \$130,000 be provided in the 2001 City of Ottawa budget to replenish the Intersection Modification Programme to the level required to construct the approved intersection modifications.

CARRIED

REGULAR ITEMS

7. ALTA VISTA DRIVE/SMYTH ROAD TRANSPORTATION STRATEGY
- Planning and Development Approvals Commissioner report dated 22 August 00

Following an overview of the report by the consultant, concern was raised by some councillors that communities in centretown and to the south and east were not consulted as part of this review, especially given the fact Recommendation 7 proposed proceeding with an environmental assessment (EA) for the Alta Vista Parkway between Conroy Road and the Queensway. Mr. Jack explained that the transportation strategy responds to traffic on the health and sciences campus and potential development in the area and the terms of reference did not include consulting with the communities referenced.

Don Melick, Faircrest Heights Community Association stated that no one really knew how much development would take place in this area and their major concern from the beginning was related to the lack of infrastructure to serve the hospital area. The community is very concerned because as growth is going on, there is no response to deal with it and there is a need for an assessment with recommendations. The Association maintains that since this growth is benefiting all of Ottawa-Carleton, there is a need for all of the Region to support the transportation strategy prepared by Delcan.

Joyce Wright, President, Faircrest Heights Community Association indicated that traffic should be on Smyth Road or the Alta Vista Parkway. She explained that there are three schools within a few blocks of the General Hospital and the affect car emissions are having on those children should be addressed. The Association believes there is a need for another entrance from Riverside Drive into the hospital complex. She emphasized that this is a safety and health issue for residents along Smyth Road.

Jon Legg, Action Sandy Hill also spoke on behalf of the City Centre Coalition, whose President was unable to stay for the discussion of this item. He noted that while the consultant's presentation spoke to the growth in the southeast sector, the issue before committee today centers on growth that is occurring in one particular area. He believed that the community's next to that area, including Ottawa East and South, Centretown and Sandy Hill, should have been consulted. He emphasized that opposition to the Alta Vista Parkway from the community associations which make up the City Centre Coalition is well known and consultation with some of those organizations may have resulted in a variety of solutions being brought forward. He recommended that the Alta Vista Parkway be reserved for public transit only in order to achieve the modal split and that an EA of that option should be pursued.

Councillor Hume questioned whether approval of Recommendation 7 would in fact look at all options, including those suggested by the delegation and the consultant advised that all options for the Parkway's use would be examined as part of the EA process.

Concern was raised by Councillor Doucet that if approval is given to proceed with the EA for the Alta Vista Parkway, the result will be a facility that his community does not want. There was some discussion about carrying out the EA for a portion of the proposed route, i.e., ending at Smyth Road and Brendan Reid, Manager, Infrastructure and Project Planning advised that Schedule C-1 of the Region's Official Plan defines the Alta Vista Parkway as a new link from Conroy to Nicholas and any change in that definition would require an Official Plan Amendment. Mr. Jack reiterated the fact that through an EA process, everything is assessed so the decision-makers will have all the information.

Linda Hoad advised that there were no recommendations in the report to improve transit service to this site and was shocked at the proposed modal share targets. She compared this site and the proposed modal split to Nortel's Moodie/Carling campus, which is not even near a transitway, and the number of buses that service that facility. She believed there was a need to discuss whether the land owners that are a source of the problem, are going to contribute towards a solution.

John Gordon, TransAlta Energy advised that they operate a co-generation facility on the Ottawa Health Science Centre complex, which generates a significant plume of condensed water (35,000 litres/hour) from their cooling towers. He stated that if the Region plans to

construct either a temporary road or the more permanent Alta Vista Parkway, both facilities would be situated on either side of the plant and the amount of that condensation in the vicinity of those roads could become a significant safety issue.

Don Fugler, Ottawa East Community Association stated that if an EA is done of the Alta Vista Parkway, residents living in Ottawa East will be affected and he was surprised such a recommendation was included in this report, without any input from affected communities. He noted that the report refers to the study of transportation demands to and from the southeast sector and through his involvement in that process, a transportation demand management (TDM) approach was identified as a solution to the problems in that area. However, since 1993/94 there has been little progress on the TDM measures recommended in that study and therefore the Region is not following through on the final conclusions of that EA.

The following Motions were presented:

Motion 1

That all Terms of Reference be approved by the Transportation Committee for transportation studies.

Motion 2

That Recommendation 7 of the Delcan Study be amended to ensure that when doing the Environmental Assessment, the Alta Vista Parkway be studied as a “bus only” route and as a “transit/vehicles” route.

Motion 3

That the next phase (i.e. phase 2) of the Alta Vista Parkway be the extension of the transitway from Smyth Road to Conroy Road and that the Environmental Assessment reflect this amendment.

Motion 4

That an Official Plan Amendment be prepared to describe the Alta Vista Parkway as a facility from Conroy Road to Riverside Drive.

Councillor Meilleur advised that her community was vehemently opposed to the Alta Vista Parkway because of the impact that traffic will have on Sandy Hill and Ottawa East. Despite the fact that one of the recommendations refers to the initiation of the EA process for the Parkway, the communities that would be affected were not consulted as part of the study and

she therefore proposed that the item be postponed in order that consultation could begin with those communities.

In response to the councillor's suggestion to defer the matter, Councillor Legendre stated that except for Recommendation 7, all the other recommendations deal with roads that are immediately adjacent to the site and have no bearing on the two communities referred to. Mr. Jack confirmed that the analysis of the study focused on the traffic generation requirements from the expanded hospital complex and what the requirements are of that complex. He was well aware of the opposition in Ottawa East and Sandy Hill to the Parkway, but reminded committee that Delcan is not recommending how the Parkway should look and how it should be used. The issue is whether or not the committee proceeds with the EA. B. Reid added that in any case, the EA for the Alta Vista Parkway will include communities north, south, east and west. The councillor suggested therefore, that only Recommendation 7 be referred to the community.

Councillor Doucet expressed his frustration with the process and the fact his communities will be adversely affected if Recommendation 7 is approved. He fully supported deferral of the matter on that basis.

Councillor McGoldrick-Larsen believed the committee has to move forward towards the EA for the Alta Vista Parkway, especially given the growth in the community and in all areas of the region. She supported the implementation of TDM programs to help address some of the problems.

Councillor Hume explained that this study responds to a problem that will arise due to the anticipated development in this area; it is expected that growth in the total development over the next five years will be over 800,000 sq. feet. While he sympathized with the concerns expressed by councillors whose communities will be affected by the Alta Vista Parkway, he emphasized that the needs of this growing complex must be addressed in order to eliminate more suffering in many other communities. He maintained that the concerns about consultation with Ottawa East/South and Sandy Hill will be addressed within the EA process.

Councillor Meilleur commended the ward councillor for his commitment to his community and recognized the need to encourage commuters to use transit to get downtown. If the committee was willing to approve her Motions, she indicated she would withdraw her Motion to defer the item, but wanted assurance that all communities will be consulted.

Councillor Legendre proposed the following Motions:

Motion 5

That appropriate funds be identified in the budget to provide adequate resources to support Recommendation 5 of the Delcan Study.

Motion 6

That consideration of Recommendation 7 be deferred until consultation with Sandy Hill, Ottawa East and other interested core communities has occurred.

With respect to Motion 5, the councillor believed there was a need to give some seriousness to that recommendation and he believed this would give some direction to staff when they prepare the budget that this needs to happen. With respect to Motion 6, he isolated Recommendation 7 because there it was the only one of interest to communities outside the study area.

Councillor Hume expressed concern about deferring any part of the report because it would be considered by a different council in the new City of Ottawa. He maintained that the committee and Regional Council should approve the report, including Recommendation 7, and give direction that the terms of reference for the EA come back to the Transportation Committee.

Motion 1

Moved by M. Meilleur

That all Terms of Reference for transportation studies be approved by the Transportation Committee.

CARRIED

Motion 2

Moved by C. Doucet

That Motion 2 be amended to read: "...bus/light rail only' route and as a 'transit/vehicles' route.

CARRIED

YEAS: L. Davis, C. Doucet, D. Holmes, J. Legendre, M. Meilleur....5
NAYS: M. Bellemare, R. Cantin, M. McGoldrick-Larsen....3

Moved by M. Meilleur

That Recommendation 7 of the Delcan Study be amended to ensure that when doing the Environmental Assessment, the Alta Vista Parkway be studied as a “bus/light rail only” route and as a “transit/vehicles” route.

CARRIED
(M. Bellemare and
R. Cantin dissented)

Motion 3

Mr. Jack advised that this Motion prejudices the findings of the EA. He explained that the Alta Vista Parkway was identified as a link needed to solve the scenario that was assessed as part of this study and there is a need to commence the EA process for the Parkway to take into account a much broader range of issues, such as consultation. He confirmed that the EA will consider the option presented in the Motion. Chair Holmes suggested therefore that the Motion be amended to include the word “consider”.

Moved by M. Meilleur

That the next phase (i.e. Phase 2) of the Alta Vista Parkway will consider the extension of the transitway from Smyth Road to Conroy Road and that the Environmental Assessment reflect this amendment.

CARRIED

Motion 5

Moved by J. Legendre

That appropriate funds be identified in the budget to provide adequate resources to support Recommendation 5 of the Delcan Study.

CARRIED

Motion 6

In light of the aforementioned Motions, Councillor Legendre agreed to withdraw the Motion.

Motion 4

Chair Holmes vacated the Chair in order to speak to her Motion. Councillor Legendre assumed the Chair.

Councillor Holmes indicated that the preparation of an Official Plan Amendment to look at the Alta Vista Parkway only to Riverside Drive will allay all the concerns of the communities to the north. She noted that all the growth is in the south end and there has been a decrease of traffic into the central core. She suggested that more be done to encourage more transit usage by employees at this health/sciences complex, including encouraging landowners to implement TDM measures. She believed there needs to be more effort to curtail the amount of traffic on the road system, as inexpensively and as efficiently as possible.

Councillor Cantin opined that there is congestion in the downtown and on the Queensway because there are limited numbers of roads to share the load. He believed everyone must share both the benefits and downsides of growth and he could not support the Motion because it is counter productive in terms of moving goods, services and people in and around the region.

Moved by D. Holmes

That an Official Plan Amendment be prepared to describe the Alta Vista Parkway as a facility from Conroy Road to Riverside Drive.

CARRIED
(M. Bellemare and
R. Cantin dissented)

Councillor Hume suggested that if Recommendation 7 is approved, the committee should direct staff to bring back the terms of reference in time for consideration by this committee and Council. Staff advised there was not enough time to do that given the short timeframe before the end of the Council term. While he acknowledged these constraints, the councillor reiterated his suggestion that the committee provide the adequate emphasis to bring those terms of reference back to this committee and Council.

Moved by J. Legendre

That the Terms of Reference for the Environmental Assessment for the Alta Vista Parkway come back to the Transportation Committee and Council before 1 January 2001.

CARRIED

That the Transportation Committee recommend Council approve the Alta Vista Drive/Smyth Road Transportation Strategy and its recommendations as contained in the Final Draft Report (excluding appendices) attached in Annex 'A'.

CARRIED as amended

8. MAIN STREET TRANSPORTATION AND STREETSCAPING STUDY -
FINAL REPORT

- Director, Mobility Services and Corporate Fleet Services report dated 21 Aug 00

John Buck, Manager, Safety and Traffic Studies provided a detailed overview of the report to committee.

Karen Cuddy, Main Street Advisory Committee indicated her community would be willing to endorse the report which offers the suggestion for on-street parking and the proposal of one-side parking during peak hours. She expressed some reservation, however, that the success of those proposals will depend on the availability of people parking on the street. Ms. Cuddy asked committee to support Recommendation 17 of the Delcan report to install a traffic light at Main Street and Bower/Beckwith. She explained that this would assist residents accessing Brantwood Park and the playground at that intersection.

Councillor Legendre inquired why staff did not support the recommendation for a signal at the aforementioned location and the Director of Mobility Services advised that it would essentially be a half-signal whereby the side street faces a stop sign and the traffic signal controls the flow of traffic on Main Street. Staff believe a fully signalized intersection would be more appropriate.

Don Fugler, Ottawa East Community Association urged committee to support the recommendations, including reinstating Recommendation 17. He indicated that the Association's main goal was to calm the off-peak curb lane so residents can walk along the sidewalk during those times. They would like the effects of these traffic calming initiatives monitored. Further, he suggested that Recommendations 1, 12 and 105 be reinstated only if the current recommendations do not remedy the problems in the community.

Moved by C. Doucet

That Transportation Committee and Council approve the reinstatement of Delcan Recommendation 17 to introduce a pedestrian-actuated traffic signal at Beckwith and Main Streets.

CARRIED

Moved by C. Doucet

That the following Recommendation 1 of the Delcan Study be monitored and if unsuccessful, that other solutions be examined: “As a test measure, permit parking in the ‘non-peak’ direction on Main Street during peak hours.”

CARRIED

That Transportation Committee recommend Council:

- 1. Receive the Main Street Transportation and Streetscaping Study Final Report, as produced by Delcan Consulting;**
- 2. Approve all recommendations of that report pertaining to Regional roads, except recommendation 17 (i.e. approve recommendations 1 to 40, 47 to 49 and 58); and,**
- 3. Refer all other recommendations of that report (i.e. recommendations 41 to 46 and 50 to 57) to the City of Ottawa and National Capital Commission, as appropriate, for their consideration, assessment and possible implementation, since those recommendations pertain to roadways under their jurisdiction.**

CARRIED as amended

9. **PROPOSED UNDERPASS ON JOCKVALE ROAD 530 M SOUTH OF CAMBRIAN ROAD TO ACCOMMODATE THE STONEBRIDGE GOLF COURSE COMMUNITY**
- Director, Mobility Services and Corporate Fleet Services report dated 18 Aug 00

That the Transportation Committee recommend Council approve the construction of an underpass on Jockvale Road 530 m south of Cambrian Road to facilitate the Stonebridge Golf Course Community subject to Monarch Construction Limited:

- 1. funding the total project cost which would include paying annual maintenance and inspection costs, utility relocations and the conveyance of any property required to relocate the utilities; and,**
- 2. executing a legal agreement with respect to (1) above.**

CARRIED

10. MOTORCYCLE RACING - HERON PARK

- Director, Mobility Services and Corporate Fleet Services report dated 21 Aug 00

That Transportation Committee recommend Council approve that staff, in conjunction with the Ottawa-Carleton Regional Police Services, local residents and the ward Councillor, continue to seek measures that may be implemented to deter late-night motorcycle racing in the Heron Park area, and that the pilot project previously approved to assess the effectiveness of rumble strips as speed control devices for those vehicles be abandoned.

DEFERRED

RESPONSE TO INQUIRIES

11. CRITERIA FOR HIGHER QUALITY PAINT MARKINGS

- Inquiry TC-25-00

- Director, Mobility Services and Corporate Fleet Services report dated 17 Aug 00

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

DEFERRED

INQUIRIES

No Parking Period

Councillor McGoldrick-Larsen suggested that the time period for no parking on O'Connor Street between Laurier Avenue and Kent Street be increased from 3:30 p.m. - 5:30 p.m. to 3:30 p.m. - 6:00 p.m., to more accurately reflect peak hour traffic. Staff were asked to copy the Chair of the Committee on their response to the councillor.

Speed Humps on Lyon Street

Councillor Legendre referred to a letter he received about the reduction in the height of the speed humps on Lyon Street. Consequently, motorists were driving faster down that street. The Director of Mobility Services advised that originally, the humps was not constructed to spec so some modifications were made to make the vibrations bearable. He advised that a report on the pilot project on traffic calming initiatives undertaken by the Region will be brought forward later this fall.

Forum on Traffic Related Problems

Councillor Legendre referred to a letter he received regarding a proposal for a forum on all traffic related problems. He referred the letter to staff with the suggestion that in the new year, staff could report back on this proposal.

The Director advised that staff from both Health and the Environment and Transportation Department and the Ottawa-Carleton Regional Police are working together on traffic safety issues and a report will be brought to the Police Services Board this fall and to the appropriate committees in the new year.

Data for APETIS Report

Councillor Doucet requested the dated data used in the APETIS report.

ADJOURNMENT

The meeting adjourned at 7:45 p.m.

CO-ORDINATOR

CHAIR