

MINUTES
TRANSPORTATION COMMITTEE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
CHAMPLAIN ROOM
7 FEBRUARY 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 17 January 1996.

CARRIED

PUBLIC HEARING

1. Proposed Closing of Bowesville Road
- Regional Solicitor and Environment and Transportation Commissioner
joint report dated 19 Jan 96

The Solicitor, Ernest McArthur, provided a brief overview of the events leading to this closure.

He indicated this public hearing provides an opportunity for the Committee to receive all objections to the proposed closing and as this is a new matter, it should be approached as such.

There are several options to be considered: close the road and sell the lands; delete the road from the Regional road system and make it a local road; close the road, but keep the land; or, leave the road as it is. He indicated keeping the status quo does not achieve much, however, since Bowesville Road does not meet Regional road standards. He suggested the two options, therefore, left to the Committee are to close the road and sell the land or delete it from the Regional road system and make it a local road. He made reference to the fact that a report is proposed to be submitted to the Corporate Services and Economic Development Committee

on 20 February with respect to the sale of the lands; however this will not occur if the Committee agrees to leave the road open.

When questioned how this matter was originally before Committee and Council, Bill Beveridge, Director, Infrastructure Maintenance Division, explained that during the Hunt Club/Knoxdale Arterial Study in 1976, the report addressed the issue of the extension of Hunt Club Road westwards across the Rideau River, which would consequently eliminate the need for Bowesville as a Regional road. The Committee also noted that the Departmental report of 2 April 1990 stated the ward councillor at that time had requested the Committee of that day to direct staff to prepare to conduct a public hearing into the closing of Bowesville Road.

The Committee received the following public delegations:

Tryfon Constantinou, resident, Hunt Club Place, recommended the Committee consider the status quo. He made reference to a petition of 73 signatures started in 1990 of people opposed to the closure of Bowesville Road (pages 2727-2730 of TCR 31 to Council, 25 April 1990 refers). He indicated that since the 1990 report, things have changed that have made a stronger argument for leaving Bowesville Road open. With the upgrading of Hunt Club Road to a two-laned divided highway, he is prohibited from making a left turn from his street and by closing Bowesville Road (which is the road he currently uses since he cannot make the left-turn) he will have to travel a more circuitous to get in, out and around the community. In addition, the future development of the lands at CFB Uplands will require a connection to Riverside Drive and Bowesville would be the perfect option. He felt the volume of cars using Bowesville Road should at least warrant it being maintained as a local road, but he also expressed concern about emergency vehicle access to this road.

When questioned by the ward councillor Wendy Stewart, whether the Region could maintain the status quo, Dr. Louis Shallal, Director, Transportation Planning Division indicated the Ministry of Transportation determines the criteria by which a road should be included in the Regional Road system; however, Council decides whether to retain it as such. He confirmed it does not meet the criteria and the Environment and Transportation Commissioner added that periodically, staff will identify those roads that no longer meet the criteria and bring a report forward to Council to determine what to do with such roads.

The Committee noted Hunt Club Place only has two dwellings; however, Mr. Constantinou indicated 12 new houses are planned in a future development project. With respect to the subsequent development of the former CFB Uplands, Councillor Legendre questioned that if Bowesville Road is closed, would there not be a need to re-open it to facilitate that development. Dr. Shallal stated that in the design of Hunt Club Road, future development was taken into consideration, with the intention of directing through traffic to the Regional roads. He acknowledged this was examined with the intention the road would be closed.

Manny Montenegrino, Lang Mitchener, representing the Tudor Inn Reception Hall indicated this facility has been located on Bowesville Road for approximately 40 years. He stated it was not acceptable to delete it from the Regional road system and the least the Region should do is take it down to the local level. He made reference to the evaluation of "Close/Keep Open" Options contained in the April 1990 report to Council and stated that since that report was first considered, several factors have changed that actually enhance the Transportation Committee's decision made at that time to leave Bowesville Road open. These include:

- the full signalized intersection at Bowesville and Hunt Club is already in place and it would seem appropriate to keep the road open in order to achieve the value for the monies spent;
- traffic counts on Bowesville Road do not accurately reflect the peak hours for the Tudor Hall which occur during the evenings and on weekends; the hall has a capacity for 1500 persons and approximately 500-600 cars leave the Hall at 1:00 a.m.
- there have been no reported incidents with respect to safety on Bowesville Road; however, on Uplands Drive there have been two stop signs erected to address safety concerns and closing Bowesville will place more traffic on that residential street;
- there will be a prejudicial affect on his client's property if the road is closed, because the Tudor Hall will lose business.

In addition, Mr. Montenegrino indicated that in June of 1994, only days after the Committee agreed to keep the road open, it was physically closed by curbs being placed across the roadway to prevent access from Hunt Club Road. As a result, Lang Mitchener, on behalf of the Tudor Inn, commenced an action to open the road and upon consultation with the Region, the action was "stayed on consent" because there was no legal authority to do so. However, his client is now faced with the legal costs of his action as a result. Further, the owner of the Inn improved his property considerably and would like to maintain its value; it competes with other large hotels that offer reception facilities and he might not be able to maintain it as it is now if the road is closed. The Committee Chair requested a written copy of his submission for circulation to Committee members.

Councillor Stewart made reference to the impact of late night traffic on Uplands Drive and noted it was actually a very short section that will be impacted because it leads to Riverside Drive. She questioned whether it was feasible to restrict right-turns onto Uplands Drive from Bowesville Road during that period and staff advised those movements could be restricted.

Robert Douglas, resident of Welby Court, indicated he lives and works in generally the same area and was opposed to “complete” closure of the road if it denied him pedestrian or bicycle access. He indicated that a lot of cut-through traffic on Bowesville Road is due to the difficulty turning left from southbound Riverside Drive onto Hunt Club Road during peak periods; it is easier to make a left onto Uplands, turn right onto Bowesville and continue straight through into the former CFB Uplands. If that turning movement could be improved, through traffic on Bowesville Road would be reduced.

Dave Smith, Ottawa Hunt and Golf Club, indicated their continued support for the closure, especially since a reduction in the through traffic on Bowesville Road would be a significant benefit for the members and users of the golf course. He acknowledged and recognized the need for easements for water and sewer and overhead services on Bowesville Road and they support the concept of a paved surface for the pedestrian/bicycle path and emergency vehicle access. The golf club is willing to bear its fair share as determined by the Region for the costs associated with the closure and future maintenance of the portion of the right-of-way within their facility and are willing to name the RMOC as a co-insurer in their insurance policies.

In response to questions posed by Councillor Kreling, the Environment and Transportation Commissioner indicated the Golf Club would maintain the current width (3m) of Bowesville Road up until approximately the portion of the road immediately south of the Tudor Hall. Staff further advised that if the road is closed, it will still be accessible to emergency vehicles while still prohibiting other vehicles by incorporating a variety of installations that only those types of vehicles could penetrate e.g. a chain across the roadway, grade changes in the pavement; exaggerated speed bumps, et cetera. These would also work during the winter months because the snow will be cleared in conjunction with the maintenance agreement with the Ottawa Hunt and Golf Club.

Alan Asselstine, Hunt Club Community Organization, indicated his organization represents people in the area from the Airport Parkway, across the river and near the former CFB Uplands base. He reiterated many of the concerns voiced with respect to keeping Bowesville Road open and cited in particular, the impact its closure would have on Uplands Drive and its residents. He indicated this residential street could be faced with increased traffic because of the difficulty southbound motorists have turning left from Hunt Club Road onto Riverside Drive. He indicated that parking is difficult on Bowesville Road because it is so narrow and therefore, the solution is to put up no-parking signs. With respect to emergency vehicle access, he was sceptical the cul-de-sac would be kept clear during the winter months to allow such access. In closing, Mr. Asselstine indicated the Community Organization did have a petition that was mainly signed by people living in the Hunt Club area and this was given to the Regional Chair previously.

Following up on his concerns about parking on Bowesville Road, Councillor Beamish felt strongly that it should be prohibited on at least one side of the road. The Commissioner advised restrictions could be applied where problems occur.

When questioned what happens to the road if the Committee and Council decide not to close it, the Commissioner advised it would be added to the list of those roads that no longer meet the criteria for a Regional road, which would be brought forward periodically for Committee and Council consideration.

Having heard the concerns voiced by the public, several members did not favour closure because it would be an inconvenience to the general travelling public and the fact the Tudor Hall depends on that road being kept open for its business. It was also felt closing Bowesville Road would direct more through traffic into the community.

Conversely, other members believed that since Bowesville Road does not function as a Regional road, it should either be closed or given to the local municipality where it would be maintained as a local road. Arguments were made in favour of the staff report and the rationale used in favour of closing the road, especially since the Region has already spent a considerable amount of money upgrading Riverside Drive and Hunt Club Road to carry arterial traffic. The Committee Chair noted that people know where the Tudor Inn is located and how to get there, even if Bowesville Road was closed. He sympathized with those people who feel motorists will turn right onto Uplands Drive from Bowesville Road, but he did not believe this scenario would occur because the route would be too circuitous when Riverside Drive is closer. He noted and staff confirmed that traffic volumes on Bowesville Road have actually decreased.

That the Transportation Committee and Council approve:

- 1. That Bowesville Road between Hunt Club Road and the southern border of the Tudor Inn be legally closed and no longer operate as a public road, as indicated in the sketch attached as Schedule "A" to this Report.**
- 2. That the Ottawa Hunt and Golf Club construct and maintain this part of Bowesville Road as a 3 metre wide paved private road, which will remain accessible to pedestrians, cyclists and emergency vehicles for travel between Hunt Club Road and Uplands Drive.**
- 3. That the Ottawa Hunt and Golf Club request that its Insurer add the RMOC as a co-Insured on its insurance policies, as protection for any liability which might arise from the public's use of that part of Bowesville Road which will become a private road.**

4. **That Bowesville Road between Uplands Drive and the southern border of the Tudor Inn remain open as a public road to be deleted from the Regional Road System thereby becoming a local road.**

LOST

Yeas: R. Cantin, H. Kreling, D. Pratt

Nays: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur

Moved by D. Beamish

That staff report back to the Transportation Committee by March 1996 with a report on options for restricting parking along Bowesville Road between Hunt Club Road and Uplands Drive so as to improve traffic flow and pedestrian safety.

CARRIED

D. Pratt dissented

It was further suggested that the staff report to be submitted in March be circulated to the homes on Hunt Club Place.

RESPONSES TO MOTIONS/INQUIRIES

2. Median Access for the Mr. Gas Station at 1797 St. Joseph Boulevard - Inquiry TC - 18
- Director, Infrastructure Capital Division report dated 20 Dec 95
- deferred on 17 Jan 96

The Committee was informed that staff are not recommending a median break at this location because it would be within 100 metres of Forest Valley/Youville Drives and there is no room for vehicle storage while waiting to make a left turn. Allowing access through the median would therefore create a potential for rear-end collisions and motorists would have to cross four lanes of on-coming traffic to enter the site.

Councillor Kreling wondered if there would be a possibility for a depressed median and while staff acknowledged that such a facility would allow motorists to be stored out of the way of traffic, the median at this location is not wide enough to provide that opportunity.

Some members agreed with staff and noted there were safety implications if a median break was provided. Further, at the time of the site plan approval, it was made clear there would be no median access from St. Joseph Boulevard, and the owner had accepted this fact at that time.

Moved by H. Kreling

That Transportation Committee approve a median cut for entrance to 1797 St. Joseph Blvd at the expense of the Mr. Gas at that location.

LOST

Yeas: D. Beamish, R. Cantin, H. Kreling, M. Meilleur

Neas: A. Cullen, L. Davis, D. Holmes, J. Legendre, D. Pratt

That Transportation Committee receive this report for information.

RECEIVED

3. Hunt Club Road - Cycling Facilities - Inquiry TC-16
- Director, Mobility Services Division report dated 16 Jan 96

Councillor Legendre indicated that if the report is approved, he would like to see similar markings along the Beechwood/Hemlock corridor because it is part of the Region's cycling network plan.

When questioned why it is considered unsafe to cycle on the paved shoulder staff advised the strip is very narrow and paved boulevards are often used as sidewalks and the Region's Traffic and Parking By-law presently prohibits cyclists on such facilities. It was noted that the Region's Cycling Advisory Group (RCAG) is in agreement with the staff recommendation; they feel it is unsafe because in the event a cyclist falls, they will more than likely fall towards the traffic.

That Transportation Committee and Council:

1. **Instruct staff to not modify the paved maintenance strips along Hunt Club Road where cycling lanes are absent to allow safe access by cyclists.**
2. **Approve the implementation and evaluation of the on-road cycling facility as shown in Annex A.**

CARRIED

4. Use of Asphalt as Travel Surface for Off Road Cycling Routes -
Motion TC-18
- Director Mobility Services report dated 16 Jan 96

Councillor Legendre was pleased that staff will consider asphalt as a guideline and not a standard for these facilities. He suggested future reports on such facilities could include the option of using one or the other type of surface, with cost comparisons.

That Transportation Committee receive this report for information.

RECEIVED

GENERAL

5. Natural Gas as a Vehicle Fuel
- Director, Corporate Fleet Services report dated 21 Dec 95
- "Turning down the heat outdoors", Ottawa Citizen article dated 17 Oct 95

Councillor Holmes stated vehicle emissions are the main reason Ottawa's air quality is deteriorating. She suggested that staff report back on an examination of converting Regional and OC Transpo vehicles to natural gas. The Director, Finance and Administration, D. Brousseau, assured the Committee that staff are working very closely with OC Transpo and other municipalities in this regard and are following studies already initiated by Ottawa and Etobicoke.

Councillor Legendre requested that the report requested by Councillor Holmes include an explanation as to why natural gas would be the better choice, because it is not a totally pollution-free fuel.

Moved by D. Holmes

That during development of the Alternative Fuels Policy in 1996, Corporate Fleet Services consider the OC Transpo fleet and meet with OC Transpo and the Co-ordinator of Environmental Management of the City of Ottawa, to present the pros and cons of natural gas among other fuels.

CARRIED

That Transportation Committee receive this report for information.

RECEIVED

6. Transit Priority Measures: Transit Priority Task Force Progress Report #2
- Director Infrastructure Capital Division report dated 22 Jan 96

Councillor Beamish was surprised to see the Transit Priority Task Force recommending the installation of traffic control signals at the Queensway-Carleton Hospital, particularly since both the Committee and Council had rejected such a recommendation during consideration of the Baseline Road reconstruction project report. Councillor Holmes clarified that when that item was considered by Council, she had requested that if OC Transpo felt strongly about this matter, it would bring it forward to the Task Force for discussion. However, Councillor Beamish was adamant there were other areas where those funds could be better spent and did not support the fact the Region would pay for the signals. Staff clarified there were two options with respect to the Baseline Road reconstruction project; signals could be installed and leave the bus stops close to where they are now, or put them at the intersection. Because the signals were not warranted at that time, staff did not recommended the former option.

Staff confirmed the outstanding report with respect to bus bays is incorporated with this report and will not come forward separately to Committee.

Councillor Legendre made reference to the intersection of Montreal Road and Bathgate Drive, noting there is a bus shelter only on the north side of Bathgate because of physical constraints of that area. He indicated an advertising firm wants to put up a shelter on that side and proposed the following Motion:

Moved by J. Legendre

That the Transit Priority Task Force examine the eastbound bus-stop and bus-bay at Montreal Road and Bathgate with a view to filling in the bus-bay so that a bus shelter may be installed at that location.

CARRIED

That the Transportation Committee and Council:

- 1. Request the Minister of Transportation of Ontario make the implementation of a westbound shoulder bus lane on the Queensway from Acres Road to Eagleson Road and an eastbound shoulder bus lane from Blair Road to Champlain Street high priority projects for 1996 and 1997: and**
- 2. That pedestrian signals be installed on Baseline Road at the Queensway-Carleton Hospital, to enable bus stops to be placed as close as possible to the front entrance. Funds to cover this have been identified in the 1996 Transit Priorities budget.**

CARRIED AS AMENDED
D. Beamish dissented

- 7. Regional Regulatory Code Revision - Eliminate Requirement for Flashers
- Director Mobility Services report dated 16 Jan 96**

That Transportation Committee and Council approve:

- 1. the removal of the entire Sub-section 2.5.11 (5) of the Regional Regulatory Code, to be replaced with the following -**

“Where the Commissioner has determined that certain barricades shall be lit with amber coloured flashing lights, these barricades shall be lit from sunset to sunrise, and the lens, reflectors and surfaces shall be maintained in a good state of repair, and shall be kept clean at all times.”
- 2. the addition of the following paragraph to Part 2.4 of the Regional Regulatory Code -**

“Also specifically, the requirement for flashers on barricades in Sub-section 12(4) does not apply to contracts on Regional roads within the City of Vanier.”

CARRIED

8. 1995 Pedestrian Signal and Traffic Control Signal Programme - Phase 2
- Director Mobility Services report dated 19 Jan 96
- Director Mobility Services report dated 30 Jan 96

Councillor Davis was concerned that the intersection of Churchill Avenue and Clare Street rated higher on the priority list for signals than the intersection of Kirkwood Avenue and Clare Street, which had twice the volume of vehicles. Further, OC Transpo buses find it difficult to turn onto Kirkwood Avenue from Clare Street because of the constant traffic flow and there are several schools in the area with many students crossing Kirkwood Avenue daily. In response, the Director, Mobility Services, D. Guibord, indicated the warrants for pedestrian signals are based on different figures than those for traffic control signals. He suggested staff could examine those two sites again, but confirmed staff would be reporting back to Committee with respect to unwarranted sites where traffic control signals presently exist. The Councillor agreed to review her concerns when the traffic calming study currently underway in her area of concern is brought forward.

Councillor Legendre made reference to a letter he received from staff in response to a query about Cummings Avenue and Montreal Road in which a traffic count for that intersection was taken on a day that Cummings Avenue was under construction and he did not feel it reflected an accurate count. He asked staff to conduct a traffic survey in 1996 in addition to the planned pedestrian survey for Cummings Avenue and they agreed to follow-up on his request. In a general comment about the report, it was suggested it might be useful to have traffic counts at cross streets in order to provide a complete picture of traffic movement.

Councillor Pratt feared problems will arise at the intersection of Moodie Drive and Knoxdale Road when Highway 416 is finally completed and he wondered if staff have a plan to handle the traffic changes that are occurring and which will steadily become worse until the intersection is modified. D. Guibord indicated there are considerable costs related to realigning the road and until the Region purchases the property to do that, there is not a lot that can be done. He indicated a report is forthcoming on this particular intersection as part of the Transportation Master Plan initiatives; however, the NCC, owners of the lands abutting Moodie Drive (Stoney Swamp) are not interested in short-term operational improvements at that location. Staff have made a commitment, therefore, to examine this location in the Transportation Master Plan to come up with a long-term network that is agreeable to the NCC. The Councillor requested that staff forward to him a copy of the Highway 416 Traffic Assessment.

Councillor Cullen noted there is a traffic signal on the northern intersection of Woodridge Crescent and Bayshore Drive, but there is no pedestrian crossing signal. He requested the addition of a pedestrian signal to the existing traffic signal. Staff indicated this is on a local road but that the request could be forwarded to the municipality for review.

Moved by L. Davis

That Kirkwood Avenue at Iona Street and Kirkwood Avenue at Clare Street be moved from “Locations at which No Further Review is Proposed” (Annex B) to “Locations at which Further Review is Proposed” (Annex B).

CARRIED

Moved by A. Cullen

That consideration of a pedestrian signal for the north intersection of Woodridge and Bayshore Drive be forwarded to the City of Nepean for review.

CARRIED

That Transportation Committee and Council approve, as amended by the foregoing, that:

- 1. Temporary multi-way stop control be installed (in lieu of a traffic control signal) at the south intersection of Moodie Drive (Reg Rd 11) and Knoxdale Road (Reg Rd 52) (refer Annex A).**
- 2. The stop control facing southbound traffic on Moodie Drive (Reg Rd 11) at Knoxdale Road (Reg Rd 52) south intersection be rescinded after a period of three months and be replaced with yield control. The northbound and westbound stop control be retained.**

CARRIED

9. Russell Road (Regional Road 26) at Boundary Road -
(Regional Road 41) - Multi-way Stop Control _____
- Director Mobility Services Division report dated 16 Jan 96

Councillor Beamish proposed a Motion to replace the staff recommendation. The Committee Chair confirmed his Motion would overturn the staff recommendation.

Moved by D. Beamish

WHEREAS the Councils of the municipalities of Cumberland and Gloucester have requested that multi-way stops be implemented at the intersection of Russell Road and Boundary Road.

BE IT RESOLVED THAT Transportation Committee and Council approve the installation of multi-way stops at the intersection of Russell Road and Boundary Road.

CARRIED

PRELIMINARY/FUNCTIONAL DESIGNS

10. Modifications to Walkley Road (RR 74) and Heron Road (RR 16) to
Accommodate Proposed McDonald's Access/Egress Requirements
- Director Transportation Planning report dated 15 Jan 96

Councillor Hume informed Committee that he had met with the applicant and staff and have resolved the issues of concern which were raised by the Canterbury Community Association. As a result, he proposed an amendment to the recommendations, which is acceptable to staff, the community and the developer.

On behalf of the ward councillor, the following Motion was proposed:

Moved by D. Beamish

That the proposed modifications be amended to prohibit left turns onto Walkley Road eastbound from the site.

The developer will construct a sidewalk across the entire Walkley Road frontage and connecting to the existing sidewalk west of the site.

CARRIED

That Transportation Committee and Council:

1. **Approve, as amended, Ruta Engineering's Drawing No. 94-145 SP-1 which indicates the following modifications related to the proposed McDonald's Restaurant in the City of Ottawa:**
 - **reconstruction of the existing eastbound left-turn lane on Walkley Road;**

- **provision for the future removal and reconstruction of the existing depressed concrete median on Heron Road when required by the Region.**
2. **Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED

11. **Intersection Construction and Traffic Control Signals on Richmond Road (R.R. #59) at Stonehaven Drive**

- Director Transportation Planning report dated 16 Jan 96

That the Transportation Committee and Council:

1. **Approve Atrel Engineering Ltd. Drawing No. 950602 for a road widening on the west side of Richmond Road at Stonehaven Drive, including traffic control signals; and**
2. **Authorize the initiation of the public hearing process as required by Section 298 and 301 of the Ontario Municipal Act (Ontario).**

CARRIED

INQUIRIES

Ottawa Road Maintenance Contract - Briefing Session for Councillors

Councillor Cullen suggested that staff provide, in coordination with City of Ottawa staff, a briefing session on the Ottawa Road Maintenance Contract for members of Regional Council and Ottawa City Council. He felt such a briefing would be helpful in Council having the best information when it came to awarding the contract. He clarified this would be an informal meeting which will also be open to the public.

Some Committee members were hesitant to endorse such a Motion and felt that if Councillors have questions concerning this issue, staff can advise them accordingly. It was also felt that meeting with the bidders might give them advance information on the process and it was suggested a "bidders conference" would be more appropriate, where they could ask questions of the Region.

Moved by A. Cullen

That staff provide, in coordination with the City of Ottawa staff, a briefing session on the Ottawa Road Maintenance Contract for members of Regional Council and Ottawa City Council.

CARRIED

H. Kreling dissented

ADJOURNMENT

The meeting adjourned at 5:20 p.m.

COORDINATOR

CHAIR