

MINUTES  
TRANSPORTATION COMMITTEE  
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
CHAMPLAIN ROOM  
15 JANUARY 1997  
1:30 P.M.

PRESENT

Chair: R. Cantin

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

REGRETS D. Holmes, M. Meilleur

CONFIRMATION OF MINUTES

**That Transportation Committee approve the Minutes of the meeting of 4 December 1996 and the Special meeting of 13 December 1996.**

CARRIED

SPEED ZONING

1. HUNT CLUB ROAD (REGIONAL ROAD 32) - WEST HUNT CLUB ROAD  
- Director, Mobility Services & Corporate Fleet Services report dated 31 Oct 96  
- deferred on 20 Nov 96

At the outset, Doug Brousseau, Acting Environment and Transportation Commissioner provided a detailed overview of the report, as originally highlighted in November. He emphasized the primary concern with speed zones is safety, noting motorists usually drive according to the conditions of the road and not necessarily at the posted speed limit. As a result, the more that drivers deviate from the average speed, the greater the chance for collisions to occur.

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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 12 February 1997 in Transportation Committee Report 44.

In a comparison with other major Regional roads, Mr. Brousseau illustrated that motorists do not adhere to the posted limit, but drive what they perceive to be a safe and appropriate speed. Further, even when a speed limit was changed on a particularly busy Regional road, it did not change the average speed travelled, thereby concluding that artificially-low speed limits are not obeyed. Clearly, speed zones should be set at or around the 85 percentile - the speed at which 85% of motorists are driving - if that is acceptable. Even with enforcement, he indicated motorists will curtail speeding only until they are out of sight of the police vehicle, at which point they will resume their original speed. Based on these comments and supporting evidence in the report, staff are recommending the safest speed they feel is appropriate for Hunt Club Road.

When questioned what the accident record was, staff advised that in certain stretches, of Hunt Club Road accidents are related to speed and the numbers have been marginally higher (approximately 10-12%) than on similar roadways over the past three years. They reviewed the number of accidents that occurred mid-block, as opposed to those at intersections.

G. McSweeney, Hunt Club Road resident, stated his main concern was the increase in noise levels since the road was widened to four lanes; the noise has been unbearable for him because there is no sound attenuation fencing or berm to help reduce the sound of traffic. In light of this, he was extremely interested in finding out what the noise levels were before the road was reconstructed, what they are now and what they are proposed to be if the speed is increased. Presently, he experiences a 50 dB noise level in front of his home, which he believed will increase in conjunction with an increased speed limit.

Mr. McSweeney was also concerned about the use of “jake brakes” by drivers of heavy trucks going past his home, stressing the loud noise makes for a disturbing sleep at night. There is already a large number of these vehicles using Hunt Club Road, and he wondered what the noise will be like when the speed is increased. In addition, he believed there will be a further increase in traffic when the proposed ramps to the Airport Parkway are constructed and he questioned what effects the community would experience then.

Councillor Margaret Rywak, City of Nepean, recalled the concerns she heard from residents in her ward about the speed at which motorists were driving on Hunt Club Road. Keeping in mind that people’s homes are often the largest investment they will ever make, she emphasized that the excessive speed traveled on this roadway has dramatically affected the quality of life for many residents. She understood the importance of getting motorists to and from their destinations quickly and safely, but felt the Region had some responsibility to maintain a quality of life for those residents most affected.

Discussion arose on the effectiveness of the berm along sections of Hunt Club Road in the Councillor’s ward and while staff maintained these are more effective than sound attenuation fencing, she explained residents have complained that the noise is going up and over the berm and filtering through the community; apparently, the berms were not placed

where they were originally designed to be located. In response to further comments by committee members, Councillor Rywak suggested it would be best to set an appropriate speed limit and to apply strict enforcement.

Mr. E.L. Pendlebury referred to his letter dated 28 October 1996 which outlines his concerns about motorists driving at speeds they perceive to be safe on this road. However, he also stressed the penalties of getting a ticket for speeding and the implications this has on a drivers' insurance premiums. With respect to bicycle lanes along this and other roads, Mr. Pendlebury suggested a bicycle insignia be painted on the roadway at intersections where vehicles have to cross the lane, to alert motorists to check for cyclists before making a turn.

Peter McNichol explained that as a frequent user of Hunt Club Road, he recalled that when the road was originally reconstructed between Woodroffe and Merivale, the speed limit was posted at 60 km/h. Even though it was soon raised to 70 km/h to reflect the 85 percentile, that same percentile is now traveling in excess of 70 km/h. He noted the timing of lights is primarily for north/south movement and any speed increase will make east/west timing more difficult. Mr. McNichol maintained that raising the speed limit simply causes an increase in waiting time at intersections as cars "leap-frog" ahead of others only to come to a stop at a red light. This causes an ultimate loss of fuel from speeding and from idling engines. He believed more enforcement was necessary and wanted to be safe as a cyclist on that road, especially since the bicycle lanes are not yet contiguous.

Al Speyers, Tanglewood-Hillsdale Community Association, indicated that the amount of time it takes to drive between the intersections along this road changes very little with an increased speed limit. He believed staff should prove conclusively there is a dangerously high accident rate on Hunt Club Road, outside of the intersection areas, and submitted that the danger lies at or near the intersections. Mr. Speyers was concerned about the safety of the pedestrian crossing east of Confederation High School, noting there have been incidents where some motorists have not stopped when the light is red. An increased speed will further decrease the safety at this location. With the already congested intersection of Hunt Club and Merivale, Mr. Speyers explained that future expansion of the Price Club on Merivale Road will create a further impact on traffic flow in the area. He was especially concerned about the presence of heavy vehicle traffic between Merivale and Highway 16 from the Shell Canada and Coastal Canada Energy Limited tank farms. He illustrated this point in a video depicting the trucks moving to and from the site and the increased chance of conflict with other vehicles with an increase in speed. Adding to this, there is nothing to alert on-coming traffic there are heavy vehicles entering and leaving these sites. In an overhead presentation, he further explained that an increased speed will decrease the reaction time for motorists having to slow for a truck leaving or entering the site and he believed it was only a question of time before an accident occurs.

Mr. Speyers showed where the sound attenuation constructed along Hunt Club Road was not constructed according to what was approved by the province, noting that one portion

of the wall is in a ditch and brings the sound attenuation effectiveness down to about four feet or the level of the road. In addition, near Confederation High School there is a break between the berm and a 10' fence, which allows noise to filter through to the community beyond. In an illustrated drawing of the sound attenuation design originally approved by the province, Mr. Speyers' pointed out that it located the berms closer to the road than they actually are and as a result, there is very little protection for the community from the noise. With respect to the model used by staff to measure the sound of traffic, he informed committee this equipment is outdated and is therefore no longer valid because it can only extrapolate noise from traffic traveling at speeds up to 60 km/h. In closing and on behalf of the community, Mr. Speyers strongly believed the existing speed limits should be maintained for safety reasons.

Speaking briefly with Mr. Speyers, Sol Shuster of the Trend-Arlington Community Association indicated that the break in the berm for emergency access to the community located west of Greenbank Road allows noise to funnel through and the residents feel it should have been moved further west. With respect to the comparisons staff conducted between Hunt Club and other roadways in the Region, Mr. Shuster argued this is a four-lane road and not a city road and he did not see how any valid comparisons could be drawn.

Councillor Stewart inquired what the volume is now and the road's eventual capacity to which staff explained there are approximately 20,000 vehicles/day now, with a proposed increase to 30,000 in the future; however, the volumes vary with the different sections of the roadway. The councillor noted the comment made by the presenter that heavy tank trucks often have to wait long periods of time before being able to exit the tank farms onto Hunt Club, and with more cars anticipated on this road, she questioned whether staff had contemplated the installation of traffic control signals at these exits. Mr. Brousseau advised staff are aware of the situation and are investigating a request from Shell Canada for signals. He suggested there may be other opportunities to build internal roads to serve as another access/egress point for these businesses.

Brett Delmage, Regional Cycling Advisory Group (RCAG) was concerned about the speeds at which motor vehicles are operating on Hunt Club Road and whether the report really addresses what an appropriate speed is and the efforts taken to control the speed so the road is sharable with all its users. He stated this road is an integral part of the Region's cycling network, noting there are few east/west alternatives for cyclists. Mr. Delmage pointed out that approximately 70% of cycling fatalities in Ottawa-Carleton had occurred on Regional roads with speeds of 70 km/h or higher. With respect to motor vehicle safety, RCAG understands that approximately 15% of collisions are occurring mid-block, with 85% at intersections which he believed are higher percentages than roads of a similar nature. Increasing speed or allowing the current higher speed to continue will propagate the severity and number of collisions occurring at intersections. The result is that additional funds would be allocated to the Safety Improvement Programme to create safer roads, which could be mitigated if motorists just drive safer and at safer speeds.

Mr. Delmage made note of the Region's 20-year old speed zoning policy which staff referred to when drawing their conclusions for the appropriate speed limit for this road. However, the speaker contended that since that document was approved, Council has changed its policy with respect to cyclists and pedestrians and therefore believed the information was somewhat out-dated. RCAG recommends that staff be encouraged to undertake some review of this policy to bring it up-to-date, taking into account pedestrians and cyclists, so there will be safe conditions on the Region's cycling routes. As per RCAG's request in its letter dated 19 August 1996, he encouraged the committee to maintain the speed limit to no more than 70 km/h where there are cycling facilities and to 60 km/h where there are none. He also suggested that staff be encouraged to look at more innovative ways to slow down the speed, based on suggestions made in reports on traffic calming on Regional roads.

Councillor Stewart questioned whether staff had in fact used the criteria from the 1975 speed zoning policy or whether those criteria were updated when they were assessing the speed requirements for Hunt Club Road. Staff indicated the criteria was used as presented in the 1975 report, but confirmed bicycles and pedestrian activity were taken into account, along with a more updated analysis. The Acting Commissioner confirmed that many of the operating characteristics have not changed dramatically in the past 20 years.

Councillor Legendre questioned whether the reports referred to by the speaker with respect to traffic calming on Regional roads were taken into account when this road was examined. The Acting Commissioner indicated they were not, further noting that Council approved the design for Hunt Club Road to provide a certain function and he did not see some of the guidelines being developed being applied to Hunt Club Road because of the volumes and because it is an economic generator.

Tryfon Constantinou, Hunt Club Place resident, submitted a letter dated 15 January 1997 to the Committee highlighting the reasons why he and others in the community oppose the proposed speed increases on Hunt Club Road. He suggested the staff comment about the increased speed limit will make it safer, referred only to motor vehicles, although there are many other users of the road. The departmental video revealed an absence of pedestrians, although there has been a lot of money spent on sidewalks and he noted the unsafe conditions for pedestrians attempting to cross the road and the danger to cyclists in a lane adjacent to vehicles travelling 80 km/h. He indicated the absence of turning lanes makes it difficult for him to get to his home and in fact, many residents have to make U-turns in order to head in the right direction because of the heavy traffic or divided lanes and this movement will be made more hazardous if oncoming traffic is moving faster. It is becoming increasingly difficult to merge with traffic because most of the time there are no adequate accelerating lanes and most of the time Hunt Club Place is icy and covered in snow and he is not always able to see oncoming traffic clearly. As stated by previous delegations, Mr. Constantinou emphasized the fact that the noise created by heavy trucks is a great inconvenience to nearby residents. The residential zone stretches from

Hawthorne to the Ottawa Hunt and Golf Club and increasing the speed limit through this area would be in total disregard for pedestrians, especially seniors and children. He felt it would be a dangerous precedent to do so and, although he preferred to retain the existing 50 km/h zone, he believed 60 km/h in a residential zone is adequate, with 70 km/h in non-residential areas.

Councillor Stewart agreed Mr. Constantinou's quality of life is impacted greatly by this proposal. She also agreed the proposed speed through this zone does not reflect the residential area and at the recent public meeting, related the wide support for extending the limit to just beyond Hunt Club Place. She questioned whether staff had considered a merging lane for residents on that road and was advised staff would have to go back to the design, although he doubted the volume of traffic emerging from that point would warrant such investment. Councillor Stewart did not believe it was safe to ask those residents to have to merge into traffic travelling at 80 km/h.

Allan McIntyre, Shell Canada, spoke on behalf of Shell, Coastal and Sunoco who all use Hunt Club, with the former two having tank farms on that road. Their main priority is to provide a safe and healthy workplace for their employees, customers and contractors and the primary safety issue continually raised by their drivers is the safety of exiting the terminal due to the speeds along Hunt Club Road. Although most of his concerns have already been addressed by a previous delegation, he asked the committee to be mindful of what an increased speed through this area could mean and the inherent danger of a collision between a fully-loaded tank truck and another motor vehicle.

The Committee Chair suggested installing vehicle-activated signals at these locations, but Mr. McIntyre advised he had suggested this to staff but was turned down because they would be too close to the lights at Sunderland, located immediately west of their exit. Chair Cantin questioned whether an amber beacon could be erected to warn motorists to watch for large trucks and the Acting Commissioner indicated staff would be looking into that, and confirmed truck turning signs would be installed.

In response to a question posed by Councillor Kreling, Mr. McIntyre indicated between 80 and 100 trucks enter and leave the site daily. When he questioned how many heavy trucks there were in the total vehicle counts, staff agreed to find that out and follow this up with him.

Councillor Cullen proposed the following:

That the speed limit for Hunt Club Road be set at 70 km/h:

- i) from Cedarview Road to the Rideau River; and

- ii) from the Rideau River to Hawthorne Road (except for that section from 660 metres east of Bowesville Road to 110 metres east of Cahill Drive, which shall be 60 km/h).

Councillor Pratt proposed the following:

That the staff recommendation on Hunt Club Road speed limits be approved with the following changes:

- a. That the implementation of a 70 km/h speed limit be extended westerly to a point 660 m east of Bowesville Road.
- b. And a 6-month review following a staff report on the impacts of the change be done by the Transportation Committee.

With respect to his Motion, Councillor Cullen noted there has been a strong response from the community about the speed limit and although it is a Regional road, he believed his Motion is a compromise which addresses all concerns.

Councillor Pratt did not want to compromise on safety and emphasized the departmental video clearly showed the problems that exist in terms of tailgating et cetera, which cannot be ignored. He noted that where the overwhelming weight of technical evidence points toward a higher and consistent speed limit on a major roadway, the Committee has a responsibility to take the appropriate action to reach the safest possible solution. He believed the public delegations heard today are a vocal minority and that the vast majority of users understand when a speed limit is improperly set and expect the problem to be rectified.

Councillor Stewart accepted staff's explanation that motorists feel the artificially-low speeds are creating a hazard, but she did not believe the answer is to raise the speed and penalize the community. She urged committee support of either Motion because they extend the lower limit to the real extent of the residential community and will bring to the motorists attention the fact they are entering a stretch of roadway that has a slightly different profile and that they may encounter pedestrians, cyclists and children.

On behalf of the community he represents, Councillor Hunter indicated residents have to endure the effects of traffic 24-hours a day. Although they realize the speed limit is not followed, they do believe increasing it will also increase the noise levels which they are opposed to. A survey he conducted showed that approximately 70% were in favour of the increase; however, broken down geographically, it showed that those closest to the roadway opposed a speed increase and he asked committee to keep in mind the views, needs and concerns of those residents when they make their decision.

Councillor Legendre was concerned about cyclists and the future traffic flows on Hunt Club Road. With the frequency of signals, he believed there could very well be a report

coming forward in the future recommending more efficient ways to move traffic through reduced speeds; he believed that reducing the rapid acceleration/deceleration will provide for a more even flow of traffic. He suggested staff investigate some mechanism that could be implemented at least on some parts of Hunt Club Road to ensure a greater separation between automobiles and cyclists. With this in mind, he recalled a request he made to staff previously, which was to examine a design implemented by a small town in Quebec, whereby flexible posts are installed to separate cyclists from motor vehicles. He noted this had been forwarded to RCAG and was anxious to hear their comments.

Councillor Kreling indicated that in transit and transportation planning needs in Ottawa-Carleton, the Region will have to take a look at those facilities already in place that can be relied upon to move traffic. He acknowledged that Regional roads are built to move traffic in a safe and orderly manner and in this regard, supported the Pratt Motion because it provides for a road that will not have an increase in the overall speed that is already being experienced there, with provision for a review in six-months time.

The Committee Chair also agreed that to maintain the status quo sets a false expectation, particularly for those motorists entering from side streets who expect to meet traffic travelling at or around the posted speed.

Moved by A. Cullen

**That the speed limit for Hunt Club Road be set at 70 km/h:**

- i) **from Cedarview Road to the Rideau River; and**
- ii) **from the Rideau River to Hawthorne Road (except for that section from 660 metres east of Bowesville Road to 110 metres east of Cahill Drive, which shall be 60 km/h).**

LOST

YEAS: A. Cullen, L. Davis, J. Legendre....3

NAYS: D. Beamish, R. Cantin, H. Kreling, D. Pratt....4

Moved by D. Pratt

**That the staff recommendation on Hunt Club Road speed limits be approved with the following changes:**

- a. That the implementation of a 70 km/h speed limit be extended westerly to a point 660 m east of Bowesville Road.**
- b. And a 6-month review following a staff report on the impacts of the change be done by the Transportation Committee.**



CARRIED

YEAS: D. Beamish, R. Cantin, H. Kreling, D. Pratt...4

NAYS: A. Cullen, L. Davis, J. Legendre....3

**That Transportation Committee recommend Council approve:**

- 1. The implementation of an 80 km/h speed limit on West Hunt Club Road/Hunt Club Road (Regional Road 32) between Cedarview Road (Regional Road 23) and a point 660 m east of Bowesville Road;**
- 2. The implementation of a 70 km/h speed limit on Hunt Club Road between a point 660 m east of Bowesville Road and a point 110 metres east of Cahill Drive;**
- 3. The implementation of an 80 km/h speed limit on Hunt Club Road between a point 110 metres east of Cahill Drive and Hawthorne Road (Regional Road 32).**
- 4. That a six-month review following a staff report on the impacts of the change be done by the Transportation Committee.**

CARRIED as amended

#### TRAFFIC AND PARKING

2. TAXI STAND - QUEEN STREET - NORTH SIDE

- Director, Mobility Services & Corporate Fleet Services report dated 19 Dec 96

John Buck, Supervisor, Traffic Investigation and Surveys Section explained that this is not just an issue of the size and location of a taxi stand on Queen Street. It also involves pedestrian safety, the size and location of a bus stop on Queen Street, taxi travel patterns in the downtown core, transit operations on Bank Street and the disregard of posted regulations by taxi drivers. In a video and overhead presentation, and as outlined in the staff report, Mr. Buck illustrated this statement, providing a detailed explanation of the issues and their relationship to one and other.

Gerry LePage, Bank Street Promenade stated the area merchants have tried over the past ten years to accommodate the taxi industry on this matter with a variety of options, but have been unsuccessful in resolving the problems, because the taxi drivers simply refuse to comply. The speaker supported the staff recommendations but was concerned that moving the bus stop to the east side of the intersection will have an adverse effect on the businesses located there. Mr. LePage believed the taxi companies now have the

technology to do off-sight queuing and should be considering this as an option. He added, the property managers of 235 Queen Street have not made an effort to address this problem even though the demand emanates from their facility. He felt the responsibility should lie with the property managers of the building and the taxi industry to find a solution.

John Toth, Toth Holdings confirmed the taxi stand at 235 Queen Street is always full to the point where it disrupts everything in the area. However, the staff suggestion to move the bus stop to the east side of Bank Street would only create problems at his building and for his tenants and in this regard, asked that Committee not rectify this problem by creating another. He expressed the concern that the sidewalk in that area would not be wide enough to accommodate people boarding and alighting buses, pedestrian traffic and clients accessing the businesses in the Trafalgar building. He also believed such a hindrance to accessibility would cause him difficulty in renting space and in keeping his current tenants. Mr. Toth indicated the loitering and littering of bus riders would definitely be a problem for the tenants of the building because the alcove is very small and the lobby serves only the offices on the upper floors. The speaker felt the simple solution to these problems would be for the taxi industry to abide by the rules of the road and not make unlawful U-turns or park illegally.

When questioned how many buses would use the stop if it were relocated easterly, Kerry O'Leary from OC Transpo advised three routes serve that stop with approximately 100 buses/day.

Neil Burke, AIDS Committee of Ottawa, elaborated on problems with the taxi holding area currently located on the east side of the Bank and Queen Street intersection. The Living Room, (a drop-in support centre for persons living with AIDS), is presently located in the Trafalgar Building. He explained that during the warmer months, taxi drivers often gather on the sidewalk in front of that building, to socialize and smoke which creates an intimidating atmosphere for some clients, particularly females, who must walk through this group to access the building. Some have even been victims of physical violence and verbal abuse by these taxi drivers. Further, the presence of taxis parked in front of the building impedes access for not only clients being dropped off or picked up, but also for police and ambulance who may have to respond to an emergency at the centre. Mr. Burke further indicated the cabs at the front of the line often bolt through the intersection just as the light is turning red or make unlawful U-turns with no regard for pedestrian safety. In closing, he felt a bus stop located immediately east of Bank Street would lessen the problems caused by taxi drivers, but did not believe it would help the issue of accessibility.

Ron Vadeboncoeur, Public Works and Government Services, explained that the building at 235 Queen Street (C.D. Howe Building) houses eight federal departments as well as a commercial mall with over 3000 employees. He stated the taxi service is invaluable to the tenants of the building, although they too have experienced problems with the taxi drivers. He emphasized the importance of the V.I.P. stand in front of the C.D. Howe Building, as

high-ranking delegations often visit the building and require a parking space to be dropped off and picked up at. He did not want to lose this space, and suggested placing it directly behind the chip wagon and shift the rest of the taxi stand further east to create a contiguous line of taxis. This would still provide a drop-off at the front of the building and prevent the possibility of taxi drivers encroaching on that spot.

Shaun Kelly, Manager, Mayflower II Restaurant & Pub, explained that the present storage area for taxis outside the restaurant disrupts patrons, especially when U-turning taxis come right up onto the sidewalk directly in front of the restaurant windows to complete their illegal U-turns. He explained they receive several deliveries each day via the service alley located between the restaurant and the Trafalgar Building and, on occasion, some deliveries were unable to be made because the trucks could not access that lane, which also serves five other businesses, including three on the Sparks Street Mall and is therefore a crucial access point. As stated by the previous delegation, Mr. Kelly did not believe relocating the bus stop as suggested would solve their accessibility problem.

The owner of the restaurant, Mr. Alfred Friedman reiterated the fact there are a lot of delivery trucks in the area which service both sides of Queen Street as well as Sparks Street and access is of primary importance. He supported the staff recommendation to remove the taxi storage area on the east side of Bank Street, but was hesitant about having buses stopping outside the restaurant, particularly since he had plans to create an open window onto Queen Street.

When questioned what other possibilities existed for relocating the bus stop, J. Buck illustrated where existing stops are located east and west of 235 Queen and maintained that changing the location too much would affect those bus stops. Mr. O'Leary cautioned committee that moving the bus stop further west would disadvantage riders who transfer onto a Bank Street route. In fact, they may end up transferring at the Rideau Centre instead, taking away whatever business they might have brought to Bank Street and area merchants. He noted, however, that OC Transpo is willing to shorten the existing stop by half, leaving a 25 metre bus zone, in order to provide additional space for the taxi stand.

When questioned whether staff had considered the option of shortening the existing stop, J. Buck stressed that sight-lines are of primary importance for the taxi drivers approaching Queen Street from the east side of Bank i.e. they need to see whether or not there is room in the taxi stand in front of the C.D. Howe Building before making a move to the other side of the street. In response, Councillor Kreling did not believe the length of time it might take a bus driver to load and unload passengers (suggested time was one minute) would be a serious obstruction to taxi drivers.

Lola Fashola, Ontario Taxi Union (OTU) conveyed their support of the staff recommendations and to show their willingness to comply, have designated two shop stewards to monitor the situation and report weekly so that any problems can be rectified

before they become uncontrollable. He stressed that if the taxi union is at risk of losing the stand as a consequence of not conforming, they will ensure their drivers conform.

Mr. Gadban, also with the OTU, suggested one solution to this difficult situation might be to move the taxi stand to the back of the building, commonly known as 240 Sparks, although that too is a problem since it is a pedestrian mall. Ultimately, what is needed is enough space at the front of the building to accommodate up to 15 cabs to serve the demand. He further reiterated the importance of clearer sight-lines.

Wayne French, Blue Line agreed with the report and sympathized with the concerns expressed by the local businesses who are inconvenienced by a taxi storage area east of Bank Street, and the possibility of a bus stop being located there. However, he stated the taxi industry is also a business and taxi drivers are just trying to make a living; drivers do not want to break the law, but only to have access to a taxi stand in a safe and efficient manner. He stressed that not all cab drivers make the illegal U-turns referred to in the report, or abuse people, as recounted by a previous speaker. As part of the public transit system, he emphasized the importance of the taxi industry to both tourism and trade. He believed the staff recommendation is a solution to the problem and agreed a six-month trial period would reveal whether it is successful or not. In response to the suggestion about off-sight queuing, Mr. French was not aware of the technology spoken of, but emphasized that wherever the stand is located, drivers must have a clear line of sight to the front door to be able to respond to passengers. He further stated that if taxis were to queue from off-site locations, they would lose many of their passengers to competitors.

Councillor Cullen moved the staff recommendation.

In speaking to the representative from the C.D. Howe Building, Councillor Kreling questioned whether the V.I.P. spot could be moved to within the building's parking garage. Mr. Vadeboncoeur indicated that although this spot is usually just for dropping off and picking up, it would be possible to have it in the garage.

Chair Cantin feared that if the staff recommendation is implemented for a trial period and then reversed if it is unsuccessful, taxi drivers will have become accustomed to being able to make left turns and may have difficulty reversing their driving habits. He was also concerned about signal timing and pedestrians crossing at Bank and Queen and the impact that would have on taxis trying to turn. Mr. Buck confirmed there is a 55-second cycle at this light and envisioned transit delays if taxis were delayed in turning because of pedestrians. However, he confirmed that should problems arise, staff would not hesitate to bring the issue back to committee before the six-month trial period has ended.

Councillor Kreling was concerned about the effects to businesses in the area and expressed a desire to provide for a few more taxi spaces at the stand, without causing too much disruption to the surrounding area. He proposed the following:

1. The OC Transpo bus stop be located on the north side of Queen Street, immediately west of Bank Street (for a 25m bus zone).
2. There be as many spaces for taxis as can be created on the north side of Queen Street, between the bus stop and the existing Para Transpo spot.
3. The chip wagon and the V.I.P. spot on the north side of Queen Street (westbound lane) be eliminated.
4. The exemption of taxis from the current southbound right-turn prohibition at Bank Street and Queen Street.

Staff acknowledged the chip wagon could in fact be moved to the west side of the parking garage entrance at 235 Queen Street without causing difficulty of access or egress from that facility. For the most part, Councillor Davis agreed with the Motion, but suggested adding a time-line on how long these changes should be in place before carrying out an impact analysis of the modifications. The Committee Chair preferred a six-month trial period as suggested by staff, reassuring the councillor that the situation will be monitored and the issue brought back if it does not work.

In response to the Kreling Motion, Councillor Cullen questioned whether staff had considered moving the chip wagon to the west side of the parking garage entrance and the removal of the VIP stall. Mr. Buck explained the chip wagon was located where it is today to act as a physical buffer between the Para Transpo space and the taxi stand. As a result, the Councillor strongly believed that removing the chip wagon would inadvertently result in the loss of the Para Transpo drop-off spot, as taxis would quickly move in to fill up that space. He proposed that the Motion be amended to eliminate moving the chip wagon spot at 235 Queen Street.

It was questioned what the number of drop-offs were at the Para Transpo spot and the OC Transpo representative assured Committee those figures would be available when this item goes to Council.

The Committee Chair questioned whether the Kreling Motion comes far enough to help the situation and representatives from the taxi union and Blue Line believed there would still be difficulties with U-turns and three-point turns. Further, they noted the north side of Queen Street must be made more accessible because of all the parking on the street. Although the Motion provides for more taxi spaces, it is not known whether it is enough to eradicate the problem.

Moved by A. Cullen

**That the Kreling Motion be amended to eliminate moving the chip wagon at 235 Queen Street.**

LOST

YEAS: D. Beamish, A. Cullen, J. Legendre....3  
NAYS: R. Cantin, L. Davis, H. Kreling....3

In considering the Kreling Motion, Councillor Cullen stated that eliminating the chip wagon would deprive that individual of his livelihood. He also argued that moving it too far over could affect his licensing and other chip wagons in the vicinity. He was dismayed the ward councillor was unable to attend for the discussion of the item, but who had expressed her support of the staff recommendation in a memo to all committee members.

Councillor Cantin left the Chair to speak briefly to a Motion he wanted to raise. Councillor Legendre became the Acting Committee Chair. Councillor Cantin proposed that the Para Transpo space be moved immediately west of the parking garage entrance at 235 Queen Street. R. Vadeboncoeur indicated the only problem he envisioned was that someone waiting for the Para Transpo van would be unable to see whether it is there or not because it would then be too far away to see from the entrance if they were inside waiting.

Moved by R. Cantin

**That the Para Transpo space be moved to the west side of the access to the parking garage at 235 Queen Street to create a longer taxi stand.**

LOST

YEAS: R. Cantin, D. Beamish, L. Davis....3  
NAYS: A. Cullen, H. Kreling, J. Legendre....3

Moved by H. Kreling

1. **The OC Transpo bus stop be located on the north side of Queen Street, immediately west of Bank Street (for a 25m bus zone) and;**
2. **There be as many spaces for taxis as can be created on the north side of Queen Street, between the bus stop and the existing Para Transpo spot and;**
3. **The chip wagon and the V.I.P. spot on the north side of Queen Street (westbound lane) be eliminated and;**
4. **The exemption of taxis from the current southbound right-turn prohibition at Bank Street and Queen Street.**

CARRIED

YEAS: D. Beamish, L. Davis, H. Kreling, J. Legendre....4  
NAYS: R. Cantin, A. Cullen....2

Moved by J. Legendre

**That the displaced chip wagon be moved to the closest parking spot west of the access to the C.D. Howe building's parking entrance.**

CARRIED

**That the Transportation Committee recommend Council approve the following changes, as amended on a six-month trial basis and enact a Special by-law to reflect these changes:**

1. **The OC Transpo bus stop be located on the north side of Queen Street, immediately west of Bank Street (for a 25m bus zone) and;**

- 2. There be as many spaces for taxis as can be created on the north side of Queen Street, between the bus stop and the existing Para Transpo spot and;**
- 3. The chip wagon and the V.I.P. spot on the north side of Queen Street (westbound lane) be eliminated and;**
- 4. That the displaced chip wagon be moved to the closest parking spot west of the access to the C.D. Howe Building parking entrance and;**
- 5. The exemption of taxis from the current southbound right-turn prohibition at Bank Street and Queen Street.**

CARRIED as amended

REGULAR ITEMS

3. USE OF FUEL TAX

- Environment and Transportation Commissioner report dated 12 Dec 96

**That the Transportation Committee recommend Council support the Regional Municipality of Durham's resolution (Annex A) on potential solutions for generating revenue to offset operating and maintenance costs of transit services.**

CARRIED

ADJOURNMENT

The meeting adjourned at 7:30 p.m.

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CO-ORDINATOR

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CHAIR