

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

15 MAY 1996

5:15 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

Councillor Cullen noted he had not yet received a response from staff with respect to his request for the status of the studies and outputs to date from the Transportation Master Plan. Following a brief discussion about these reports, Dr. Shallal agreed to forward the following to Committee members:

1. A copy of the technical reports to be signed off by staff on 17 May.
2. A memo, by 24 May, outlining the balance of the studies, their status and when the Committee might expect them.
3. A listing of the schedule and the activities that are integrated with the Official Plan Review.

In addition, and at the request of Councillor Holmes, staff agreed to provide one copy of the consultants' reports at the Councillor's Office reception on 17 May, for review at their convenience. In response to questions posed by Councillor Legendre, Dr. Shallal advised there will be a briefing for all members of Council on the Regional Development Strategy on 6 June 1996. The reports will be available to the community early that month and they will have an opportunity to review the material and provide their comments at a joint meeting of the Transportation and the Planning and Environment Committees in September.

That Transportation Committee approve the Minutes of the meeting of 3 April and 17 April 1996.

CARRIED

PRESENTATION

1. NCC PRESENTATION RE CHAMPLAIN BRIDGE ENVIRONMENTAL ASSESSMENT STUDY
- Co-ordinator, Transportation Committee report dated 1 May 96

The Committee Chair was unable to stay for the discussion of this item and Councillor Legendre assumed the role of Acting Chair for the duration of the meeting.

Arto Keklikian of the National Capital Commission (NCC) briefly introduced the issue, noting the present condition of the Champlain Bridge is at a stage where extensive rehabilitation and reconstruction are required to ensure the safety of the structure. He stated that the NCC recognizes the concerns of both Ottawa-Carleton and Outaouais residents in the study area with respect to this proposal and emphasized that the NCC does not intend to disrupt communities in the areas affected by the bridge. Public participation and consultation are very important elements to this study, and the NCC has stressed early and continuous interaction between the public and the study consultants. The Public Advisory Committee (PAC) was established to advise and to ensure the public viewpoints and community priorities were monitored and dealt with by the consultants and he confirmed the final terms of reference for the study were distributed to all communities, special interest groups and business groups in the area.

Jon Sutherns, McCormick Rankin Consultants, provided a detailed overview of the proposed rehabilitation of the Champlain Bridge. The more salient points noted were as follows:

- in the findings of the JACPAT (Joint Administrative Committee on Planning and Transportation) Study, it was identified that there be no additional lanes on bridges crossing the Ottawa River within the next twenty years; however, the study did recommend to do whatever can be done in terms of transportation demand management measures, HOV (high occupancy vehicle) lanes et cetera, to maximize the movement of the number of vehicles;
- the two options being investigated for the bridge include either a 2-lane repair or a 2-lane bridge with an HOV lane to provide for a reversible flow between morning and evening peak periods;

- in addition, various improvements are suggested for both the north and south ends of the bridge; the modifications proposed at Highway 148 and Lucerne/Brunet Boulevards have been identified and appear to be well-accepted; at Island Park Drive it is proposed to either maintain the existing intersection, provide a southbound ramp from the bridge heading east onto the Ottawa River Parkway; or, close Island Park Drive to through traffic;
- in considering the various options for the movement of traffic associated with any change to the bridge and the approach intersections, a series of connections have also been identified (Richmond Road, Tunney's Pasture, Slidell and Preston), to provide connection possibilities;
- there is also an option to establish Island Park Drive as a HOV roadway, whereby southbound movement would be restricted to high occupancy traffic;
- he illustrated the effects on Island Park, Woodroffe, Parkdale and the lower Aylmer Road with both the 2 and 3-lane bridge options, noting there would be no increase in the capacity of the system (these comparisons are included in his overhead presentation, which is included in the report to Council on 12 Jun 96);
- public meetings have been scheduled for May 28 and 29 to present the conclusions from the evaluation for review by the public and those comments, along with those of the TAC and PAC on May 21, will be incorporated into the final report for submission to the NCC at the end of June; the Commission is hopeful that construction on the Champlain Bridge can begin in 1997.

Councillor Davis inquired who decided on those "other" options previously identified and Mr. Sutherns indicated that, with the exception of the Richmond connection, the identification of the alternatives was done either as a technical group looking at ways to improve traffic flow, from previous work that had been carried out, or from comments at the various public information sessions. When those connections were taken to the public, he advised there was either support for pursuing a 3-lane bridge option or opposition to a 2-lane bridge option. He explained that both the 2 or 3-lane bridge option would include either no modifications, or the closure of Island Park Drive to through traffic.

When questioned by Councillor Davis why the NCC decided to reconstruct the bridge even though JACPAT did not recommend it be considered for such alteration, Mr. Keklikian clarified that the objectives of the JACPAT Study included connection to the highway systems on both sides of the river and long term transportation requirements. He noted the conclusion of the JACPAT Study referred to by the Councillor, stated the widening of the Champlain Bridge would not satisfy those particular objectives in the

context of that study and therefore should not be considered in the future. Conversely, the Environmental Assessment Study (EAS) for the Champlain Bridge is investigating the reconstruction of that structure and JACPAT had recommended that when agencies look at existing bridge facilities, they should try to optimize the use of those bridges.

The Councillor inquired why the NCC had not examined the option of a reversible lane on the bridge and Mr. Keklikian advised that this idea had been evaluated and assessed a few years ago, but was rejected by elected officials on both sides of the river. He clarified that this Study is looking at the reconstruction of the bridge and assessing the impacts of a number of options, focusing on the future structural condition of the bridge.

In a discussion about transportation demand management (TDM), Councillor Holmes thought such measures were implemented to reduce the transportation demand and not to increase capacity - to use the capacity presently available as efficiently as possible. Mr. Sutherns confirmed it is the management of the demand and part of the concept behind an HOV lane is to offer encouragement for people to drive with more than one person in the car and/or to use transit. The Councillor questioned whether the Region's present consultant on TDM measures is recommending against HOV lanes and Dr. Shallal indicated that with specific reference to the Champlain Bridge, the 3-lane option does not conform to Council's position and does involve additional bridge capacity. When questioned about the option of a ramp at Island Park Drive, Mr. Sutherns described it as an elevated structure across the Parkway, most likely to be situated on federal lands. Although Council's position about a third lane on the Champlain Bridge is well known, Councillor Holmes was concerned that the federal government may proceed in any case, without listening to the local jurisdictions. Mr. Keklikian noted that the EAS is not complete, but he assured the Councillor that when the results are assessed, the NCC will weigh all the issues and concerns.

Councillor Cullen noted that the reconstruction will allow for regular buses to use the bridge, although the EAS did not identify an alternative that examines the impact on traffic flow as a result of the ability to have buses and their connection to the Region's transit system. J. Sutherns confirmed this had not been examined; however, the Société de transport de l'Outaouais (STO) operate a mini-bus service from Aylmer to Tunney's Pasture and he understood that once there is the availability to run regular buses, the STO will consider providing improved service in this regard. Further, whatever the solution is that is arrived at for the reconstruction of the bridge, it would provide for the handling of normal buses and transit provision would then become a more significant element of future transportation.

Councillor Cullen was concerned about the variation in traffic counts between the NCC and Regional staff and Mr. Sutherns indicated he would investigate those figures and

report back to the Councillor. With respect to the proposed option of closing Island Park Drive to through traffic, Councillor Cullen believed the impact on some roads as a result would be significant, although the report did not state that fact. J. Sutherns agreed that each community should and will be evaluated to determine the impact in those areas.

Councillor Davis inquired whether attracting traffic away from other bridges had been addressed and J. Sutherns indicated the demand on the Champlain Bridge is such that even with an HOV lane, it will be fully occupied by the existing demand in that corridor and did not believe it would attract more traffic from other bridges.

Mary Hegan, Robert Morrow, Daniel Stringer, Communities Before Cars

- the Coalition, which consists of 14 communities along the Ottawa River from Bronson Avenue to Britannia, believe the EAS is more of a transportation study and maintained it has not looked broadly enough at what the terms of reference were for the consultants;
- believed the study should look at alternatives which are supported by the Coalition, including a designated route for public transit; they also support more park and ride lots and car pooling, which were included in the terms of reference, but which do not come through in the study;
- extremely concerned about the prospects of a third lane on the Champlain Bridge and the increased traffic that would filter through their communities as a result;
- objected to the proposal for a ramp at Island Park Drive because of its impact on the community and the effect it would have on the beauty of the area; the Coalition does not know the details of what the implications are on the environment nor on the quality of life; in fact, there is very little of an environmental nature in this study, despite its name;
- the consultant repeatedly told the PAC that the weightings to be assigned to the selection criteria would not be given to them until after the chosen option was recommended and the Coalition believes it is not appropriate to justify the chosen option after the fact;
- the Coalition is seeking a unified public transportation solution and does not want to pit communities against communities.

Amy Kempster, Federation of Citizen's Association was concerned that some of the alternatives were screened out with what the FCA believe to be insufficient rationale.

They maintain that if good transit was provided across the bridge, it would reinforce the incentive to move towards that mode of transportation for many people. There was no screening out and no treatment in the analysis of the alternatives of a new two-lane deck combined with increased person capacity through traffic control measures to give priority to public transit (the FCA's preferred option). Although that alternative was included in the terms of reference, nothing has been done about that option to date. With respect to the public consultation, she felt the sessions held in January were conducted more like open houses because no presentations were given and no material was distributed and, as a result, she believed the results of the public consultation were not valid. The FCA strongly believe the best alternative is to look at two lanes with priority for transit; they are strongly opposed to a third lane and closure of Island Park Drive, without full analysis and inclusion of such impacts in the final analysis.

Marion Lachance, a resident at Scott Street and Island Park Drive, explained how she feared trying to cross the road because many motorists run the red light at that intersection and often turn into the crosswalk when pedestrians are crossing.

Catherine Casserly, Bonnie Campbell, Westboro Beach Community Association have been very involved in this study and they feel the NCC and its consultants have basically ignored the concerns raised by the community. Every study that the NCC has been part of has said that increasing the capacity on the bridge, increasing the volume of cars and increasing the size of the bridge will not solve the problem and yet they believed that one of their proposals would do just that. They fully support the points raised previously by the representatives of the Communities Before Cars Coalition and do not want their taxes going toward anything that supports infrastructure that will expand the bridge.

Bruce Patrick specifically addressed the proposed Richmond/McKellar interchange and the impact it will have on Fraser Avenue and other local roads. He indicated that Fraser Avenue, a narrow residential street, is the closest and most direct link between the Richmond Road connection and the Queensway and he believed motorists will choose this shorter, quicker route rather than the Woodroffe connection to reach the Maitland on-ramp of the Queensway.

Councillor Cullen proposed that staff prepare for Committee and Council consideration, a response to the NCC's consultant's preferred option for the reconstruction. He noted that on 21 May the consultant will bring forward the preferred option which will go out for public consultation and public comments must be received by 14 June. He believed the Region had a role to play in this regard and believed staff comments should be incorporated with that study.

Councillor Davis proposed the following Motion:

- a. That JACPAT members be requested to meet and address Champlain Bridge concerns with the priority to be given to public transit alternatives.
- b. That the STO and OC Transpo representatives be invited to join in.
- c. That a Public Advisory Committee be established to guide/assist in providing local neighbourhood concerns.

The Councillor was concerned that whatever comes out from the recommendations for the Champlain Bridge, there will still be cut-through traffic in these communities and there is no systematic way where this is being addressed. She was particularly concerned about outside pressures on other streets and believed everyone involved should work together to find a solution of dealing with the traffic concerns that exist and will continue to be there in the future. Councillor Holmes suggested if there is cut-through traffic, the solution is through traffic calming and the City of Ottawa and the Region should examine what can be done to keep that cut-through traffic to a minimum.

When questioned about the status of JACPAT, the Environment and Transportation Commissioner advised there are some changes in the provincial (Ontario and Quebec) representation and acknowledged that this group has not met for some time. Dr. Shallal advised that all the JACPAT representatives are represented through the TAC. However, other agencies, such as the City of Ottawa, who undoubtedly would have some say in this matter, are not represented on JACPAT and if it is the Councillor's intention to have that group meet, he felt it would not be appropriate to exclude that municipality from any discussions that take place. The Councillor agreed and suggested her Motion be modified to include other appropriate municipal representatives.

Acting Committee Chair Legendre noted the third part of the Motion refers to the creation of a PAC, which he understood was already in place. The Councillor emphasized that in the past the TACS, PACS, elected officials and community groups have all met individually, with no interaction between each other and she believed there would be a lost opportunity if those bodies did not communicate with each other. In response to a question posed by Councillor Legendre, staff confirmed OC Transpo's interests are represented on the TAC through the Regional staff representative.

Moved by L. Davis

That JACPAT members be requested to meet to address Champlain Bridge concerns with the priority to be given to public transit alternatives.

That STO, OC Transpo and appropriate municipal representatives be invited to join.

That a Public Advisory Committee (PAC) be established to guide/assist in providing local neighbourhood concerns.

CARRIED

YEAS: D. Beamish, A. Cullen, L. Davis, M. Meilleur....4

NAYS: D. Holmes, J. Legendre, D. Pratt....3

Moved by A. Cullen

That staff prepare for Transportation Committee and Council consideration a response to the NCC's consultant's preferred option for the reconstruction

CARRIED

That the Transportation Committee receive this verbal presentation for information.

RECEIVED

PRELIMINARY/FUNCTIONAL DESIGNS

2. MEDIAN OPENING TO PROPOSED RETAIL PLAZA ON 1351 HUNT CLUB ROAD
(REGIONAL ROAD 32) EAST OF BANK STREET (REGIONAL ROAD 85)

- Director, Transportation Planning Division report dated 29 Mar 96

Moved by D. Beamish

That this item be considered as the first item of business.

CARRIED

YEAS: D. Beamish, R. Cantin, H. Kreling, J. Legendre, D. Pratt....5

NAYS: A. Cullen, L. Davis, D. Holmes....3

Councillor Beamish indicated he was prepared to recommend approval of staff Recommendation 2.

Councillor Cullen expressed concern about providing a median break at this location, especially since the site is only 175m from two very busy intersections (Hunt Club/Albion and Bank/Hunt Club) where there have already been numerous accidents in recent years. He firmly believed a median break would only exasperate the situation in this area and that this proposal would be a trade-off between the benefit to the plaza and public safety.

Councillor Legendre proposed an amendment Recommendation 2 to prohibit southbound left-turns out of the plaza during off-peak hours only. Staff advised the Department does not support any median breaks, although any restrictions would be contributing to public safety.

Councillor Pratt suggested that due to traffic volumes and the geometry of the roadway, the agreement with the developer should include a statement that the Region reserves the right to close the left-turn in/out, should accidents occur, and providing for a 1-2 year period for analysis. He felt it was important for the proponent to know that is a possibility. Staff informed the Committee the Environment and Transportation Commissioner has always had the authority to take those steps if safety is a concern and agreed with this suggestion of including it in the agreement. Historically, however, it is often difficult to close median breaks once they are opened.

Mr. Zlepzig of FKZ Investments Inc., argued there are many median breaks on Hunt Club Road already and did not believe one more would add to traffic difficulties. He indicated

they had not applied for this break when Hunt Club Road was reconstructed because the land had been expropriated by the Region and they had only just recently re-acquired the property.

K. McLean of McLean Transportation Engineering Consultants opined a median break prevents recirculation of traffic at an adjoining intersection; it prevents U-turns at intersections thereby actually improving safety.

Councillor Beamish re-iterated the comments of the developer and consultant and urged Committee members to approve staff Recommendation 2.

Moved by J. Legendre

That the southbound left turn out of the plaza be signed for use during off-peak hours only.

CARRIED
(D. Beamish dissented)

Moved by D. Pratt

That the RMOC reserve the right to close the median break at 1351 Hunt Club Road if the accident rates at this location become problematic.

CARRIED

That the Transportation Committee recommend Council approve as amended, McLean Transportation Engineering Consultants Ltd. Drawing MTEC-102 for a median opening on Hunt Club Road east of Bank Street to the proposed retail plaza on 1351 Hunt Club Road site, subject to the owner:

- a) **paying the total costs of the median opening; and**
- b) **executing a legal agreement with respect to a);**

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

CARRIED

YEAS: D. Beamish, R. Cantin, L. Davis, D. Holmes, H. Kreling, J. Legendre,
M. Meilleur, D. Pratt....8

NAYS: A. Cullen....1

3. DATA CENTRE ROAD RECONSTRUCTION RIVERSIDE DRIVE TO
THE BILLINGS BRIDGE TRANSITWAY STATION ENTRANCE

- A/Director, Infrastructure Capital Division report dated 26 Apr 96

That the Transportation Committee recommend Council:

1. **Approve the preliminary design for the proposed reconstruction of Data Centre Road from Riverside Drive to the Billings Bridge Transitway Station entrance as illustrated on Drawing No. RT2225;**
2. **Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED

COUNCILLOR'S ITEMS

4. STREET LIGHTING ON MARCH ROAD BETWEEN SOLANDT
ROAD AND TERRY FOX DRIVE

- - Councillor Alex Munter's report dated 1 May 96
- March Rural Community Association letter dated 8 May 96

That the Transportation Committee recommend Council amend the scope of the March Road project to include street lighting on March Road between Solandt Road and Terry Fox Drive, at an upset limit of \$35,000, from the budget for the March Road project.

CARRIED

INFORMATION PREVIOUSLY DISTRIBUTED

1. Traffic Changes Implemented Under the Environment & Transportation Commissioner's Authority due to March Road Reconstruction - Highway 417 to Solandt Road

- Director, Finance and Administration memo dated 25 Apr 96

INQUIRIES

Signage along Hunt Club Road West

Councillor Pratt asked staff to look at the issue of providing signage at Hunt Club Road West as it intersects with Cedarview Road, Moodie Drive and Richmond Road to direct motorists to Hunt Club Road. He felt this was important, especially with the opening of Highway 416.

Truck Routes - Delegation of Authority

Councillor Legendre made reference to his previous inquiry about delegating the authority for truck route approvals to the Environment and Transportation Commissioner. He stated this is essentially a technical issue and noted it was staff's opinion that the Committee can request an amendment to the Traffic and Parking By-law to enact this delegation of authority. He proposed the following Motion.

Moved by J. Legendre

That staff be directed to report back to the Transportation Committee on the possibility of amending the Traffic and Parking By-law to delegate authority for approval of truck routes to the Environment and Transportation Commissioner.

CARRIED

ADJOURNMENT

The meeting adjourned at 7:30 p.m.

CO-ORDINATOR

CHAIR