

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

16 APRIL 1997

4:30 P.M.

PRESENT

Chair: R. Cantin

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

CONFIRMATION OF MINUTES

That the Transportation Committee approve the Minutes of the meeting of 2 April 1997.

CARRIED

TRANSITWAY

1. CUMBERLAND TRANSITWAY AND BLACKBURN HAMLET BY-PASS EXTENSION ENVIRONMENTAL ASSESSMENT PROCESS - TERMS OF REFERENCE FOR ENVIRONMENTAL ASSESSMENT STUDIES
 - Commissioner, Planning & Development Approvals report dated 25 Mar 97
 - Delcan report dated 30 Aug 96 entitled "Cumberland Transitway and Blackburn Hamlet By-pass Extension Environmental Assessment Proposal" previously distributed under Director, Transportation Planning memorandum dated 9 Oct 96

That the Transportation Committee recommend Council approve:

1. **the EAP as the Terms of Reference for subsequent environmental assessment studies of the Cumberland Transitway and Blackburn Hamlet Bypass Extension;**

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 23 April 1997 in Transportation Committee Report 50 with the exception of Item 2 which will be brought back to Committee on 18 June 1997 for a public hearing.

2. the undertaking of an Environmental Assessment Study for the section between the eastern limit of the Blackburn Hamlet Bypass and Trim Road.

CARRIED

ROADWAY MODIFICATIONS

2. MODIFICATIONS TO THE INTERSECTION OF BANK STREET AND CAHILL DRIVE

- Director, Mobility Services & Corporate Fleet Services report dated 25 Mar 97

D. Brousseau, Director of Mobility Services and Corporate Fleet Services gave a detailed overview of the report.

Following his presentation, Councillor Meilleur expressed her concerns with respect to pedestrian refuges in general, stating these are unsafe, particularly on heavily travelled streets where motorists do not yield to pedestrians and are often looking the other way for oncoming vehicles. She suggested staff examine other options for future roadway modifications because in her opinion, those islands do not work. With respect to this design, the Director advised the proposed island at the southbound right-turn lane was recommended in order to shorten up the crossing distance for pedestrians; in case they are unable to cross all the lanes of traffic, it is imperative that they have a place of refuge in order to cross the street safely. He confirmed there will be yield control at the right-turn lane for motorists to yield to pedestrians and to oncoming traffic.

Councillor Holmes strongly opposed the use of channelized lanes and their impact on pedestrians and remarked that the consultants who worked on the Region's Official Plan/Transportation Master Plan recommended the elimination of these lanes. She explained that even though pedestrians have the right-of-way, motorists fail to yield and in this regard, suggested the modification would be more pedestrian-friendly if the southwest corner of Bank at Cahill were widened further east so pedestrians would be able to cross to the sidewalk and not have to stop at a refuge before crossing another lane.

Councillor Beamish agreed that any improvements to the pedestrian crossing would be appreciated because there are two senior's condominium complexes at this intersection and a regular complaint he receives is the difficulty people have crossing the road because it is so wide. Since the right-turn lane tapers off across the intersection, he questioned whether the proposed pedestrian island could be moved further north in order to shorten the walking distance and to improve safety because it would be clear where the oncoming traffic is heading. Staff did not recommend putting such obstacles in the roadway and reminded members that although the right lane tapers off across Cahill, it serves as an access to a fast-food outlet. The Councillor emphasized it would not be an obstacle, but a right-turn lane into the shopping centre which it was always intended to be.

To alleviate the concerns raised, Chair Cantin suggested a pedestrian prohibition be implemented on the north side of the intersection to ensure left-turning traffic from Cahill does not conflict with pedestrians. D. Brousseau indicated this had been considered, but the direction from committee and Council is to not displace pedestrians wherever possible. It was further confirmed that the flow of traffic on Cahill turning onto Bank Street heading north and south were approximately the same during the peak hour i.e. 130 vehicles/hour northbound and 140 vehicles/hour southbound. Councillor Cantin left and Councillor Legendre was Acting Chair for the remainder of the meeting.

Councillor Cullen questioned whether there was room for pedestrians on the Bank Street median west of the intersection and staff indicated this 1.5m wide median was not intended as a pedestrian refuge, and that increasing the width would entail widening Bank Street. Mr. Brousseau added that the signal phasing would allow for pedestrians to make it across the road if they started out on the walk signal; if they begin to cross just before the don't walk signal is initiated, at least they will be able to make it to the pedestrian island on the south side. Councillor Cullen was skeptical that seniors would be able to make it during the cycle, although staff confirmed this population was taken into consideration when the signal phasing was determined. The councillor questioned when staff could report back to committee if there were suggested options to the design and the Director indicated a number of options had been developed prior to what is before committee today and suggested those could be brought forward at the next meeting as well as any others that might be suggested by committee.

Jack Nicholson, resident on Cahill Drive was particularly concerned that the prohibited through movement across Bank Street will not be made difficult enough to deter motorists from making that illegal movement. He had no qualms about the proposed pedestrian refuge, and suggested that perhaps the median could be extended into the crosswalk area to provide pedestrians with additional refuge between lanes. He presented a drawing he made of his suggested changes to the intersection.

In response to questions posed by the Acting Chair, the Commissioner advised that any changes to the proposed design should be done prior to the proposal going out to the public for comment. The Solicitor confirmed this, adding that a decision on the final design will be made immediately following the public hearing; however, if committee wishes to direct staff to redesign the road, they should do so now and have them report back to a public hearing with different designs.

Councillor Beamish indicated that one of the conditions in the site plan was that the through movement not only be prohibited but that it also be made as difficult as possible and he requested a staff comment about the opportunity for offsetting lanes et cetera. D. Brousseau responded by stating the design is a compromise in terms of serving all users of the intersection and with Council's priority for transit and cyclists, staff were concerned about putting barriers in the way because buses, (school buses in particular) will be permitted to cross the intersection. Staff were also concerned about access for emergency vehicles. According to the City of Ottawa, Cahill Drive is a low-level collector road and

staff do not believe the few cars that might cross the intersection would adversely effect the roads ability to function. In response to further questions posed by Councillor Beamish with respect to abiding by the City's request to prohibit straight-through movement, the Solicitor advised the local municipality does not have jurisdiction on the Regional right-of-way. Councillor Beamish was therefore concerned about the seemingly false sense of security Ottawa gave its residents when it dealt with the site plan application and confirmed the through movement would be prohibited and made as difficult as possible.

In response to the drawing submitted by the delegation, the Director advised it is the Department's opinion that the lanes should not be lined up directly opposite each other. He expected motorists would avoid a conflict, but he did not recommend the road be designed as such where two vehicles would run into each other, reiterating the fact that school buses and bicycles would be exempted from those prohibitions and would be driving straight through.

Bill Holzman, Holzman Consultants, spoke on behalf of the owners of the South Keys Shopping Centre and indicated that by November, there will be approximately 500,000 square feet operating within the complex, including a 12-screen cinema. He stated that two years ago, at considerable cost to the developer, Bank Street was reconstructed to accommodate access to this plaza and based on the preceding discussion, he was not in favour of imposing major changes to the intersection because of the affect it would have on some of those works. He felt that widening the centre median will have an impact on the northbound and southbound lanes north of that intersection and will cause considerable disruption in the community. He confirmed the developer's main goal is to get shoppers to Bank Street to access the plaza and he urged committee not to delay this project too long before final determination of the design because it would only serve to limit the window of opportunity for construction.

Councillor Beamish proposed that the recommendations be amended to include the following:

Moved by D. Beamish

All through traffic be prohibited including buses and bicycles.

LOST

YEAS: D. Beamish, A. Cullen, J. Legendre....3

NAYS: D. Holmes, H. Kreling, M. Meilleur....3

Moved by D. Beamish

Overhead signage be added to indicate permissive movements (i.e. double headed arrows).

CARRIED

Moved by D. Beamish

Appropriate arrow pavement markings be used on the eastbound right turn lane on Cahill Drive.

CARRIED

Moved by D. Beamish

That the compliance rates for permitted uses be monitored for a period of 18 months.

CARRIED

Moved by D. Beamish

That a 60-day notification period be provided to allow community input prior to the public hearing.

CARRIED

Moved by D. Beamish

That staff examine the possibility of moving the island on the northwest corner so as to better facilitate pedestrian movements and that a short report be prepared on other options that may improve pedestrian safety and crossing ease.

CARRIED

Moved by A. Cullen

That staff examine and report back to Transportation Committee on providing pedestrian refuges on the medians on Bank Street, as part of the Cahill/Bank Street intersection modification.

CARRIED
(H. Kreling dissented)

Following the meeting, the Solicitor advised the Co-ordinator that as the Committee will make its final decision only after the public hearing, these “amendments” should more appropriately be treated as “direction” to staff as part of the committee’s request to report back at the next meeting.

That the Transportation Committee recommend Council approve the proposed modifications to the intersection of Bank Street and Cahill Drive to accommodate the extension of Cahill Drive on the west side of Bank Street as illustrated in Annex C with the prohibition of eastbound and westbound through traffic (school buses and bicycles exempted) on Cahill Drive, subject to the registered owner, South Keys Shopping Centre Limited:

- 1. paying the total cost for all modifications to the intersection including changes to the traffic control signals, signs and pavement markings, and;**
- 2. executing a legal agreement with respect to (1) above;**

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

CARRIED
(D. Holmes dissented)

To meet the 60-day public notice, the Committee acknowledged the advertisements would begin April 19. The public hearing would be scheduled for 18 June with a report to Council on 25 June 1997.

TRAFFIC CONTROL SIGNALS

3. TEMPORARY TRAFFIC CONTROL SIGNALS - WELLINGTON STREET AND EAST GATE ACCESS TO PARLIAMENT HILL
- Director, Mobility Services & Corporate Fleet Services report dated 20 Mar 97

Councillor Holmes noted that by the year 2000, the reconstruction of Wellington Street will be completed, but she questioned what would happen to the truck traffic after the signals were removed and for the next 8 years of construction on Parliament Hill. J. Fraser, Operational Studies Engineer acknowledged there are still some details to work out with respect to this intersection; however, the projected truck traffic is expected to peak in 1997 and the signals, if approved today, would be removed in 1998.

Councillor Legendre suggested and the Committee agreed that Recommendation 2 be approved, with the proviso that Public Works and Government Services Canada also be responsible for the subsequent removal of the signals. He proposed the following:

Moved by J. Legendre

That the Transportation Committee recommend Council approve Recommendation 2 as follows:

- 2. a temporary traffic control signal be installed on Wellington Street and East Gate access to Parliament Hill until the commencement of the Wellington Street Phase III project in 1998 and subject to Public Works and Government Services Canada:**
 - a. paying the total cost of the signal installation, subsequent removal and associated median break (estimated cost - \$96,000);**
 - b. paying the annual maintenance and operating costs, and;**
 - c. executing an agreement with respect to (a) and (b).**

CARRIED as amended

ADJOURNMENT

The meeting adjourned at 5:45 p.m.

CO-ORDINATOR

CHAIR