

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON  
MUNICIPALITÉ RÉGIONALE D'OTTAWA-CARLETON

REPORT  
RAPPORT

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Our File/N/Réf.	<b>50 09-98-0053</b>
Your File/V/Réf.	
DATE	1 June 1998
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Mobility Services and Corporate Fleet Services Environment and Transportation Department
SUBJECT/OBJET	<b>PARKDALE AREA TRANSPORTATION STUDY</b>

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### **DEPARTMENTAL RECOMMENDATION**

**That Transportation Committee recommend Council approve:**

- 1. the construction of roadway changes proposed in the Parkdale Area Transportation Study as illustrated in Drawing #1 (TO2263TOA00), and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the Municipal Act (Ontario).**

### **BACKGROUND**

Council on 25 February 1998 approved a report recommending that the Parkdale Area Transportation Study, submitted by the City of Ottawa and filed with the Regional Clerk, be received. The Transportation Committee also approved in principle, subject to detailed design and public consultation, those elements of the study pertaining specifically to Parkdale Avenue.

The study was initiated in 1995 to develop a transportation/traffic calming plan that would reduce cut-through traffic volumes and speeds on local streets, improve pedestrian accessibility by reducing conflicts with vehicles, and improve the environment for on-road cycling within the study area. The study was funded by the City of Ottawa and directed by a Steering Committee made up of representatives from the community, the City of Ottawa, the Regional Municipality of Ottawa-Carleton, the Ministry of Transportation of Ontario, and the Consultant (Delcan Corporation).

The Consultant's Report recommended five measures involving construction on Parkdale. As that road is being resurfaced this year, the cost to implement those measures will be significantly

lower if they can be incorporated into that roadwork. To that end, following Council's approval of the plan in principle, Delcan Corporation was retained by this Department to proceed with the detailed design of the Parkdale Avenue measures.

Those measures and their respective intents are:

1. a partially mountable concrete island (centre median) immediately north of the Hwy 417 westbound on/off ramps - to better delineate the northbound left-turn and through lanes and provide for pedestrian refuge;
2. a partially mountable concrete island (centre median) immediately south of the Hwy 417 eastbound on/off ramps - to better delineate the southbound left-turn and through lanes and provide for pedestrian refuge;
3. a reduction of the existing radius on the southeast corner at the Hwy 417 eastbound on ramp - to reduce the speed of northbound right-turning vehicles and shorten the pedestrian crossing distance across that ramp;
4. a narrowing on the southeast corner at Sherwood Drive - to shorten the pedestrian crossing distances across both Parkdale Avenue and Sherwood Drive; and
5. "bulb-outs" between Carling Avenue and Sherwood Drive - to protect "staggered" parking and to provide a "chicane" (to reduce operating speeds on Parkdale) during those periods when parked vehicles are not present.

### PUBLIC CONSULTATION

A key component of the Parkdale Area Transportation Study was the involvement of the public. This was achieved through the Steering Committee, focus groups, public open houses and staff and Consultant availability. Prior to implementation of the current "chicane", developed by "staggering" the parking through signed regulations, notifications were distributed to Parkdale residents (Annex A refers). Only one objection was received.

Similar measures have also been approved in principle by Committee and Council as part of the Island Park and Centretown Traffic Calming plans; therefore, this Department will arrange a joint meeting with emergency services (police, fire, ambulance). At that time, specific details of the Parkdale measures will be discussed (since the Delcan drawing will then be available) and "generic" comments pertaining to other traffic-calming measures (such as speed humps, raised intersections, etc.) will be solicited.

The opportunity for further public input will be provided via the public hearing process.

### REGIONAL CYCLING ADVISORY GROUP

These measures have been discussed with the RCAG representative and comments/input from that group, if any, will be provided through the public hearing process.

COST ESTIMATE

The following cost estimate is provided for the information of the Transportation Committee and Council.

<u>Item</u>	<u>Cost Estimate</u>
Engineering	\$ 20,000.00
Construction	80,000.00
Miscellaneous	<u>20,000.00</u>
Total Cost Estimate	\$120,000.00 *

\* In 1999, Sherwood Drive east of Parkdale is scheduled for sewer restoration. As a result, construction of the “bulb-out/narrowing” at the Parkdale/Sherwood intersection (measure 4. on page 3.) will be deferred until then and incorporated into the road re-instatement work associated with that project. This cost estimate includes \$10,000.00 for that undertaking.

FINANCIAL IMPLICATIONS

As noted above, cost estimates indicate that a financial expenditure of approximately \$120,000.00 is required to implement the recommended measures. If approved by Transportation Committee and Council, funds are available in Account 012-912-30740, Traffic Calming.

*Approved by*  
*Doug Brousseau*

JFB/GM/cf

Attach. (1)

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14 April 1998

File: 50 20-98-R071

**All Residents of Parkdale Avenue between  
Carling Avenue and the Queensway**

Dear Sir or Madam

**Re: Parkdale Avenue Parking Regulations**

On 25 February 1998, Regional Council considered the Parkdale Area Transportation Study and approved in principle, subject to detailed design and public consultation, those elements pertaining to Parkdale Avenue.

To reduce operating speeds and improve safety for pedestrians and residents, the study recommended that "alternate side" parking be tested. This requires that parking be permitted on the east side between Carling and Ruskin (implemented 27 March 1998), that it be shifted to the west side between Ruskin and Kenilworth, and, that it remain on the east side between Kenilworth and Sherwood.

If this "traffic calming" measure proves successful, it will be reinforced through "bulb-outs" installed during resurfacing activities this fall. Bulb-outs are concrete narrowings which protect parked vehicles and serve as curb-lane impediments when parked vehicles are not present.

Should you wish to comment on this proposal, please contact Councillor Linda Davis at 560-1222, or the undersigned at 560-1255, **on or before 28 April 1998.**

Thank you for your assistance.

A handwritten signature in black ink, appearing to read "J. F. Buck".

J. F. Buck  
Supervisor Traffic Investigations  
& Surveys Section  
Mobility Services Division

JFB/cf