

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

REPORT  
RAPPORT

---

Our File/N/Réf. 03 07-97-0099

DATE 3 June 1997

TO/DEST. Transportation Committee

FROM/EXP. Co-ordinator, Transportation Committee

SUBJECT/OBJET **MODIFICATIONS TO THE INTERSECTION OF BANK STREET AND CAHILL DRIVE - PUBLIC HEARING**

---

### **REPORT RECOMMENDATIONS**

**That the Transportation Committee recommend Council approve the revised design modifications to the intersection of Bank Street and Cahill Drive which incorporates the removal of the proposed channelizing island situated in the north-west quadrant and the provision of reduced corner radii in the north-west and south-west quadrants as illustrated in Annex A, 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.**

### **BACKGROUND**

On 16 April 1997, the Transportation Committee considered a report dated 25 March 1997 from the Environment and Transportation Department on the proposed modifications to the intersection of Bank Street and Cahill Drive. Following a lengthy discussion, the Committee approved the staff recommendations (with the dissent noted), and directed staff to report back at the next meeting on the following:

- (a) overhead signage be added to indicate permissive movements (i.e. double headed arrows);*
- (b) appropriate arrow pavement markings be used on the eastbound right turn lane on Cahill Drive;*
- (c) that the compliance rates for permitted uses be monitored for a period of 18 months;*

- (d) *that a 60-day notification period be provided to allow community input prior to the public hearing;*
- (e) *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;*
- (f) *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.*

Pursuant to the above direction, staff submitted the attached report dated 28 April 1997, which recommended revisions to the proposed design. The Committee approved the report (with the dissents noted), and a record of the discussion is included in the extract of Minute of 7 May 1997, immediately following the staff report.

To this end, the project was advertised in the local papers on April 19, 20, May 3, 4, 24 and 25 and on June 7 and 8, 1997. An advertisement was also placed in the community paper "The News" on April 30, 1997. Although no submissions have been received as a result of the advertisement, Jack Nicholson, a resident of Cahill Drive, voiced some concerns about the proposed design and his comments were recorded as part of the Committee's discussion of 16 April 1997.

The revised staff recommendations are now before Committee for consideration.

*Approved by  
Rosemary Nelson*

Our File/N/Réf.           **25 20-97-R085D**  
 Your File/V/Réf.

DATE                       28 April 1997

TO/DEST.                 Co-ordinator, Transportation Committee

FROM/EXP.               Director, Mobility Services and Corporate Fleet Services  
 Environment and Transportation Department

SUBJECT/OBJET         **MODIFICATIONS TO THE INTERSECTION OF BANK  
 STREET AND CAHILL DRIVE - ADDENDUM REPORT**

### DEPARTMENTAL RECOMMENDATION

**That the Transportation Committee recommend Council approve the revised design modifications to the intersection of Bank Street and Cahill Drive which incorporates the removal of the proposed channelizing island situated in the north-west quadrant and the provision of reduced corner radii in the north-west and south-west quadrants as illustrated in Annex A.**

### BACKGROUND

At its meeting on 16 April 1997, Transportation Committee, after its consideration of the proposed modifications to the intersection of Bank Street and Cahill Drive to accommodate the Cahill Drive extension, directed staff to include the following items.

#### Additional Signs

Appropriately located signs to indicate the permissible east-west movements will be provided to supplement the proposed interdictory signs prohibiting eastbound and westbound through traffic (buses and bicycles exempted).

#### Arrow Pavement Markings

Right-turn arrow pavement markings will be painted in the southerly eastbound lane to indicate the appropriate traffic movement.

### 18-Month Compliance Monitoring

After the construction of the modifications, the intersection's operation will be monitored from time to time over an 18 month period to ensure that compliance with the signed traffic regulations (east-west through prohibition) is at an acceptable level.

### 60-Day Notification Period

In accordance with the public hearing process, under Sections 297 and 300 of the Ontario Municipal Act, a municipality is required to provide a 30-day notification period prior to a public hearing regarding a local roadway modification. In an effort to comply with the City of Ottawa's desire to allow more comprehensive community input, staff will make every effort to extend, as much as practicable, the notification period to 60 days.

### Removal of Channelizing Island and Pedestrian Safety and Crossing Ease

As indicated in the recommendation of this addendum report, the proposed channelizing island will be removed from the north-west quadrant of the intersection and replaced with a standard corner with a reduced radius. A channelizing island was proposed in the original intersection design to maintain existing pedestrian crossing distances across Bank Street and to safely accommodate moderate usage from large, right-turning trucks (tractor semi-trailers).

Although there is undeveloped land abutting this intersection to the southwest which may require more frequent truck usage in the future, it was indicated that the incidence of southbound, right-turning tractor semi-trailers would be infrequent. In view of this, the channelizing island proposed for the north-west corner of the intersection will be changed to a standard corner with a reduced radius. Should the future usage of this intersection increase for southbound right-turning tractor trailers to the extent that, in the opinion of the Environment and Transportation Commissioner, pedestrian safety and traffic operations are unduly compromised, this Department will take whatever action it considers appropriate to rectify the situation and report to Transportation Committee.

In addition to the provision of a reduced corner radius in the north-west quadrant of the intersection, current pedestrian crossing exposure can be reduced with a reduction in radii of the proposed south-west corner and the existing south-east corner. The resulting reduced crossing distances will enhance the pedestrians' level of comfort when using this intersection.

### PEDESTRIAN MEDIAN REFUGES

Staff was requested to examine and report back to the Transportation Committee in regard to the provision of pedestrian refuges on the medians on Bank Street as part of the modifications to the intersection of Bank and Cahill.

The application of pedestrian median refuges on Bank Street are not recommended at this intersection from the perspective of maintaining safe roadway operations while keeping costs to a minimum.

### Pedestrian Safety and Level of Comfort

The provision of median refuges would have the following effects on pedestrian safety.

1. The overall time for pedestrians to cross Bank Street would be increased which means greater exposure to traffic on Bank Street.
2. While on the median, pedestrians would be required to actuate a pedestrian signal phase with a push button which may not be conveniently located and, in turn, be more troublesome for those pedestrians who are aged and/or physically challenged.
3. Pedestrians could have problems accessing the push button on the median after a snow storm.
4. There would be no reduction in crossing delay because the same amount of time is allocated to pedestrian crossings with or without median storage.
5. Pedestrians waiting on the median would be exposed on both sides to nearby high speed traffic and to roadway spray during inclement weather which significantly increases pedestrian unease and discomfort.
6. Median storage for pedestrians will compromise safety for many pedestrians who are not familiar with the operational requirements for this type of crossing, since this is fairly uncommon on divided Regional roads. The clearance period (flashing hand indication) provides sufficient time for a pedestrian to cross the entire roadway under conditions where no median storage is present. If median storage was provided, the time for the clearance period would be reduced to crossing only one half of the roadway which would seriously jeopardize the safety of those pedestrians who begin their crossings immediately prior to the start up of the clearance period and do not realize that they will not be able to cross the roadway within the clearance period.

### Operations and Costs

Pedestrian refuges on the median would increase costs and would likely hamper traffic operations.

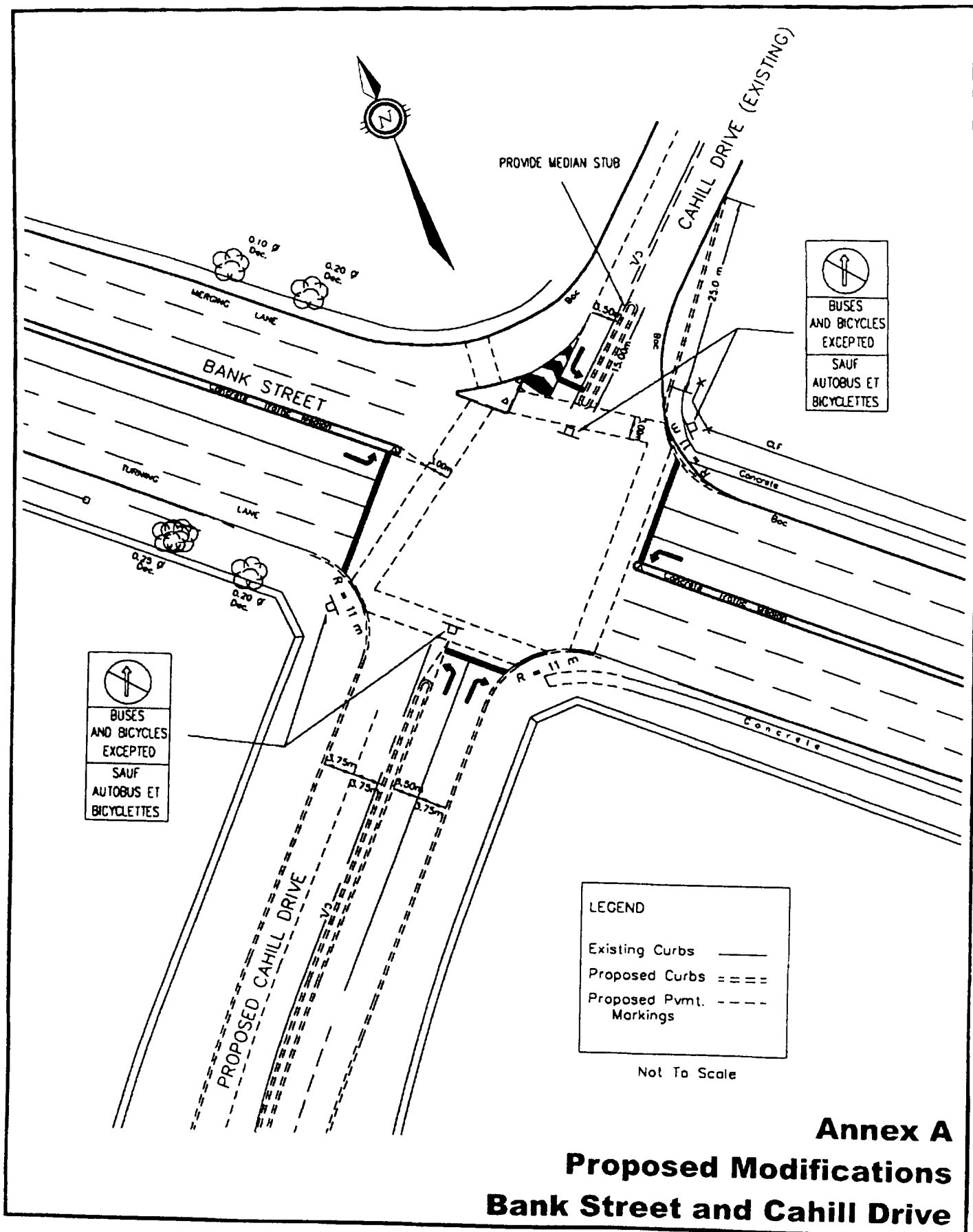
1. Extra pedestrian heads and push buttons would be required.
2. The existing median nose would have to be widened and lengthened to achieve an adequate pedestrian storage area which may entail a road widening to accommodate the increased median width.

3. Additional maintenance costs would be incurred during the winter to ensure that the refuge areas were cleared of snow and ice and that the push buttons were readily accessible.
4. The prolongation of the median nose on the north side of the intersection would restrict the left-turning movement of eastbound tractor semi-trailers.

*Approved by*  
*Doug Brousseau*

WJ/sc

Attach. ( 1 )



**Annex A**  
**Proposed Modifications**  
**Bank Street and Cahill Drive**

Extract of Minute  
Transportation Committee  
7 May 1997

MODIFICATIONS TO THE INTERSECTION OF BANK STREET AND  
CAHILL DRIVE

- Director, Mobility Services & Corporate Fleet Services report dated 28 Apr 97

Doug Brousseau, Director, Mobility Services and Corporate Fleet Services explained the changes being proposed to the design, stating that although the original staff recommendation took into consideration all users of the intersection, the modifications proposed by committee at the last meeting would compromise some users in one way or another. For instance, eliminating the channelizing island on the northwest corner of Bank Street will make it extremely difficult for large vehicles (e.g. 18-wheelers who may require access to the site) to turn right onto Cahill because of the reduced radius. In fact, these vehicles will have to be in the next lane over in order to make the turn safely.

With respect to the issue of providing pedestrian refuge on the centre median, D. Brousseau stressed that under no circumstances do staff recommend using the median on Bank Street for this purpose. He reiterated the staff comments made at the last meeting, that the crossing cycle will allow ample time for pedestrians to cross on the walk signal.

The modifications are estimated at approximately \$60,000 and will incorporate moving the catch basins along the curbs, installing new curbs and new sidewalks, et cetera.

In response to staff's concerns about the turning movements of large vehicles, Councillor Beamish noted there are five other entrances to the site which are used by delivery trucks and these would in all likelihood continue to be the primary access points; consequently, he believed there would be little or no truck traffic at the the Bank/Cahill intersection. Further, he stated the main concern expressed by residents on Cahill is the potential for increased through-traffic in the community via this intersection and he proposed that any through movement of vehicles and bicycles be prohibited. He opined that OC Transpo has no need to use the intersection and the school board could continue to use its current route. It was requested that the Motion be divided for voting purposes.



Extract of Minute  
 Transportation Committee  
 7 May 1997

Moved by D. Beamish

**That the through movement of buses be prohibited.**

LOST

YEAS: D. Beamish, J. Legendre....2

NAYS: R. Cantin, A. Cullen, L. Davis, D. Holmes, H. Kreling, P. Clark....6

Moved by D. Beamish

**That the through movement of bicycles be prohibited.**

LOST

YEAS: D. Beamish...1

NAYS: R. Cantin, A. Cullen, L. Davis, D. Holmes, H. Kreling, J. Legendre  
 P. Clark....7

Councillor Beamish further proposed that through movements of bicycles on Cahill be indicated through permissive pictorial signage only. It was suggested whether that would be made simpler by having a prohibitive sign with bicycles and buses in green below illustrating these vehicles could cross. Staff did not think such a sign existed, but suggested the Motion could be amended to include reference to whether or not the sign can be enforced. After a brief discussion of whether such a sign would or would not be enforceable, Councillor Beamish agreed to withdraw his Motion.

Councillor Cullen proposed that pedestrian refuges with the appropriate adjustment to the signalization be constructed on the Bank Street medians at Cahill Drive. The argument he presented to support his Motion was that over 23,000 cars pass through the intersection daily and with the number of lanes pedestrians would have to cross, he feared they would become stranded on the centre median without adequate protection. The Environment and Transportation Commissioner suspected it may be difficult to ask the developer to pay for such a modification, however, the councillor believed the developer would, keeping in mind they would want to provide safe access to the site.

Extract of Minute  
Transportation Committee  
7 May 1997

Moved by A. Cullen

**That pedestrian refuges with the appropriate adjustment to the signalization be constructed on the Bank Street medians at Cahill Drive.**

LOST

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

NAYS: D. Beamish, R. Cantin, H. Kreling, J. Legendre, P. Clark....5

**That the Transportation Committee recommend Council approve the revised design modifications to the intersection of Bank Street and Cahill Drive which incorporates the removal of the proposed channelizing island situated in the north-west quadrant and the provision of reduced corner radii in the north-west and south-west quadrants as illustrated in Annex A.**

CARRIED

(D. Beamish and  
A. Cullen dissented)

Our File/N/Réf.           **25 20-97-R085D**  
 Your File/V/Réf.

DATE                        25 March 1997

TO/DEST.                 Co-ordinator Transportation Committee

FROM/EXP.                Director Mobility Services and Corporate Fleet Services  
 Environment and Transportation Department

SUBJECT/OBJET           **MODIFICATIONS TO THE INTERSECTION OF BANK  
 STREET AND CAHILL DRIVE**

---

**DEPARTMENTAL RECOMMENDATIONS**

**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.**

**BACKGROUND**

On 16 February 1994, the Planning and Economic Development Committee of the City of Ottawa approved a subdivision application for the development of a multi-phased shopping complex located at 2210 Bank Street. One of the conditions for the approval was that the registered owner construct, to the satisfaction of the Commissioner of Engineering and Works of the City of Ottawa and at no cost to the City, an extension to Cahill Drive from Bank Street to Hunt Club Road. The site location is shown in Annex A.

An important consideration in the changes to this intersection is the area residents' concern regarding the potential for non-resident, through traffic on Cahill Drive, east of Bank Street. This concern has been addressed in the proposed operation for the intersection.

## EXISTING CONDITIONS

### Pedestrians

Concrete sidewalks exist on both sides of Bank Street and on the existing section of Cahill Drive. Traffic volume surveys completed in June 1996 indicate the following characteristics.

1. Over an 8-hour period, pedestrian crossing volumes are highest between 11:30 am and 12:30 pm (55 pedestrians) and between 4:00 pm and 5:00 pm (52 pedestrians).
2. Most pedestrians cross Bank Street (63% of the 8-hour total) on the north side of Cahill Drive (southbound approach). These crossing volumes range from 5 to 33 per hour on the north side and from 2 to 27 per hour on the south side (northbound approach).
3. During the same period of time, the number of pedestrians crossing Cahill Drive range from 4 to 19 per hour.

The pedestrian crossing volumes at this intersection are about the same as the other signalized intersections on Bank Street in this area.

### Bicycles

A 1.5 m southbound bicycle lane is provided on Bank Street along the frontage of the South Keys Shopping Centre which extends from Johnston Road to immediately south of Cahill Drive. No bicycle lanes are provided for either northbound cyclists on Bank Street or for cyclists on Cahill Drive. The following traffic volume characteristics are taken from surveys completed in June 1996.

1. A total of 123 bicycles proceed through the intersection over an 8-hour period.
2. On Bank Street during this 8-hour period, northbound bicycle volumes range from 2 to 11 per hour while volumes for southbound cyclists range from 2 to 10 per hour.
3. Over the same period of time on Cahill Drive, eastbound bicycle volumes range from 0 to 11 per hour and westbound bicycle volumes range from 0 to 4 per hour.

### Transit

The Public and Separate School Boards in the RMOC and OC Transpo were contacted regarding bus service in the vicinity of this intersection.

OC Transpo indicated that there are two bus routes which currently turn left at this intersection. The #43 bus route turns left onto Cahill Drive from Bank Street and the #1 bus route turns left onto Bank Street from Cahill Drive. OC Transpo have no immediate plans to use the westerly extension of Cahill Drive.

The Ottawa-Carleton French Language School Board indicated they currently have a school bus route which makes a left turn from Bank Street onto Cahill Drive and one that turns left onto Bank Street from Cahill Drive. They also mentioned that since some students reside near Bridle Path Drive, there is the likelihood that the future extension of Cahill Drive may be used to conveniently access Bridle Path Drive.

The Ottawa Roman Catholic School Board pointed out that they have one bus route that turns left onto Bank Street from Cahill Drive. Since some existing bus routes use Bridle Path Drive, it is probable that the Cahill Drive extension will be used to access Bridle Path Drive south of Heron Road.

The Ottawa Board of Education indicated that they have bus routes on Bridle Path Drive and, in the future, may use the extension of Cahill Drive to access Bridle Path Drive.

### Automobiles

Bank Street is a 4-lane divided arterial with a posted speed limit of 60 km/h. Traffic volumes recorded in 1996 indicated an annual average daily traffic volume of 11,490 vehicles northbound and 11,730 vehicles southbound in the vicinity of Cahill Drive.

Bank Street's existing southbound approach to Cahill Drive is comprised of three through lanes and a left-turn lane. Immediately south of Cahill Drive, the southbound curb lane on Bank Street is terminated and two southbound through lanes continue. Northbound on Bank Street at Cahill, two through lanes, a left-turn lane and a right-turn lane are currently provided. In advance of the left-turn tapers, concrete medians, approximately 5 m in width separate northbound and southbound traffic on Bank Street.

Cahill Drive is a 2-lane residential/collector road, with a posted speed limit of 50 km/h. Traffic volumes recorded in 1996 indicated a westbound annual average daily traffic volume of 1,480 vehicles.

Cahill Drive's existing westbound approach to Bank Street is comprised of a left-turn lane and a channelized right-turn lane.

The existing geometry and operational features of this intersection are illustrated in Annex B.

## DESIGN AND OPERATIONAL PROPOSALS

We recommend that, should the Transportation Committee fail to approve all of the following proposals which are outlined in Annex C, this report be referred back to the Department for review and reconsideration. The owner/developer has agreed to pay for all costs related to the extension of Cahill Drive from Hunt Club Road to Bank Street.

### Proposed Geometric Changes

The proposed modifications to this intersection include the following geometric changes:

1. the provision of an extension to Cahill Drive on the west side of Bank Street;
2. the provision of a channelled southbound right-turn lane; and
3. the construction of a concrete median on Cahill Drive at both the eastbound and westbound approaches to Bank Street.

### Proposed Operational Changes

With regard to the current traffic operations at this intersection, the proposed modifications will entail the following changes:

1. the introduction of northbound left turns (currently the existing northbound left-turn lane is painted out);
2. the introduction of eastbound left turns;
3. the introduction of eastbound and southbound right turns; and
4. the prohibition of eastbound and westbound through movement with the exception of authorized vehicles (buses and bicycles).

### Automobiles

The Department has noted the concerns from some area residents that, because of Cahill Drive's proposed extension to Hunt Club Road and the commercial attractions west of Bank Street, there is the potential for an increase in through traffic through the neighbourhood on the east side of Bank Street. Based on past successful experiences in dealing with other similar neighbourhood concerns for the infiltration of non-resident through traffic, the Department proposes to prohibit through vehicular movement except for bicycles and buses.

Pedestrians

Pedestrians will be protected by traffic control signals and will be provided with pedestrian crosswalks to safely cross all legs of the intersection. The current distance for pedestrians to cross Bank Street is approximately 27 m on the north side and 30 m on the south side of Cahill Drive. Approximately 25 m is required for pedestrians to cross Cahill Drive. These crossing distances will not be changed with the proposed intersection modifications. As mentioned earlier, sidewalks are provided on all sides of the intersection.

Bicycles

The existing bicycle system will not be affected by the modifications to this intersection and the proposed restrictions on through movement will not apply to cyclists.

Transit

Transit service and accessibility will not be negatively affected by the modifications to the intersection and could be enhanced should OC Transpo wish to provide bus service on the proposed Cahill Drive extension.

As previously indicated, the future extension of Cahill Drive to Hunt Club Road will optimize the future routing of school buses by enhancing accessibility to and from Bridle Path Drive.

FINANCIAL STATEMENT

Should Regional Council approve the proposed modifications to the intersection, the developer, South Keys Shopping Centre Limited, will be responsible for 100% of all costs.

COST ESTIMATE

The following cost estimates, prepared by Oliver, Mangione and McCalla Engineering Consultants, and iTrans Consulting are conceptual and are provided solely for the information of the Transportation Committee and Regional Council.

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$30,000
Traffic Control Signals including Signs and Pavement Markings ( <u>does not</u> include underground traffic plant)	\$75,000
Engineering	\$2,100
Contingencies	<u>\$1,500</u>
TOTAL COST	\$108,600

CONSULTATION

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

The proponent, the City of Ottawa, and the South Keys Greenboro Community Association discussed plans for the proposed modifications to the intersection.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

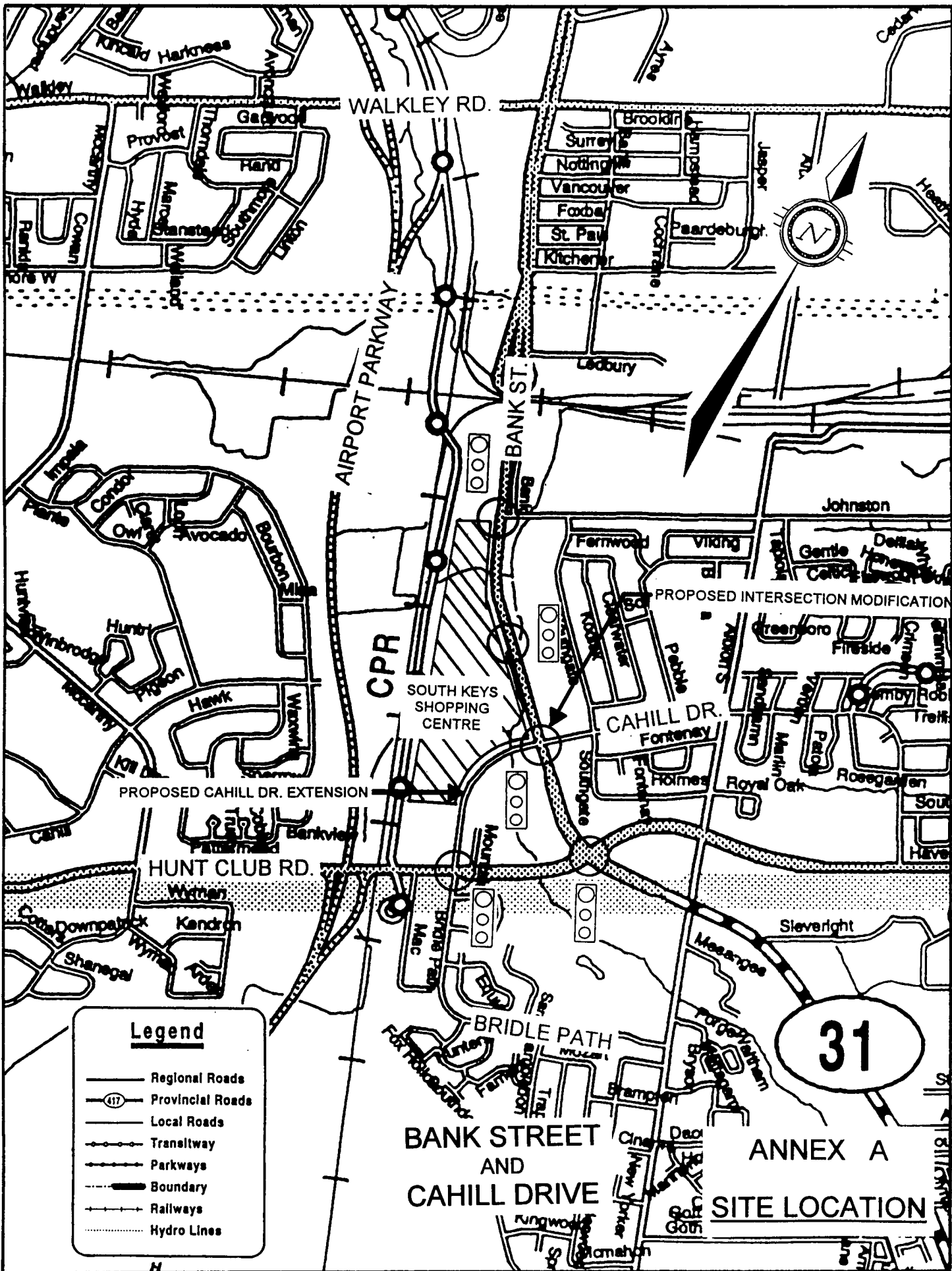
This report will be presented to the Regional Cycling Advisory Group (RCAG) at their meeting on Tuesday, 1 April 1997. Their comments will be available when this item is considered at Transportation Committee.

*Approved by  
Doug Brousseau*

WJ/sc

Attach. ( 3 )





**Legend**

- Regional Roads
- (117)— Provincial Roads
- Local Roads
- Transitway
- Parkway
- Boundary
- Railway
- Hydro Lines

31

**BANK STREET AND CAHILL DRIVE**

**ANNEX A**

**SITE LOCATION**

WALKLEY RD.

AIRPORT PARKWAY

BANK ST.

CPR

SOUTH KEYS SHOPPING CENTRE

PROPOSED INTERSECTION MODIFICATION

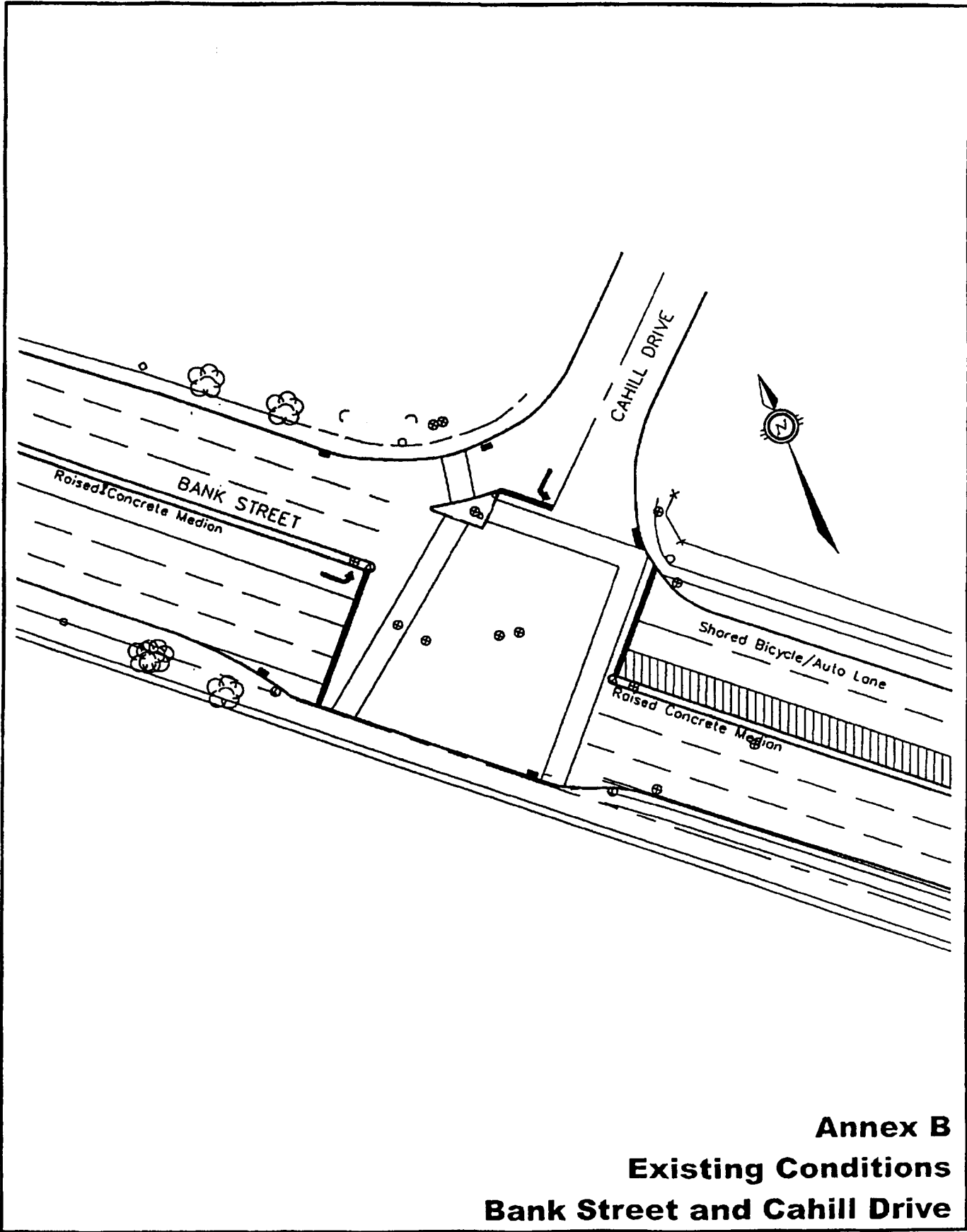
PROPOSED CAHILL DR. EXTENSION

HUNT CLUB RD.

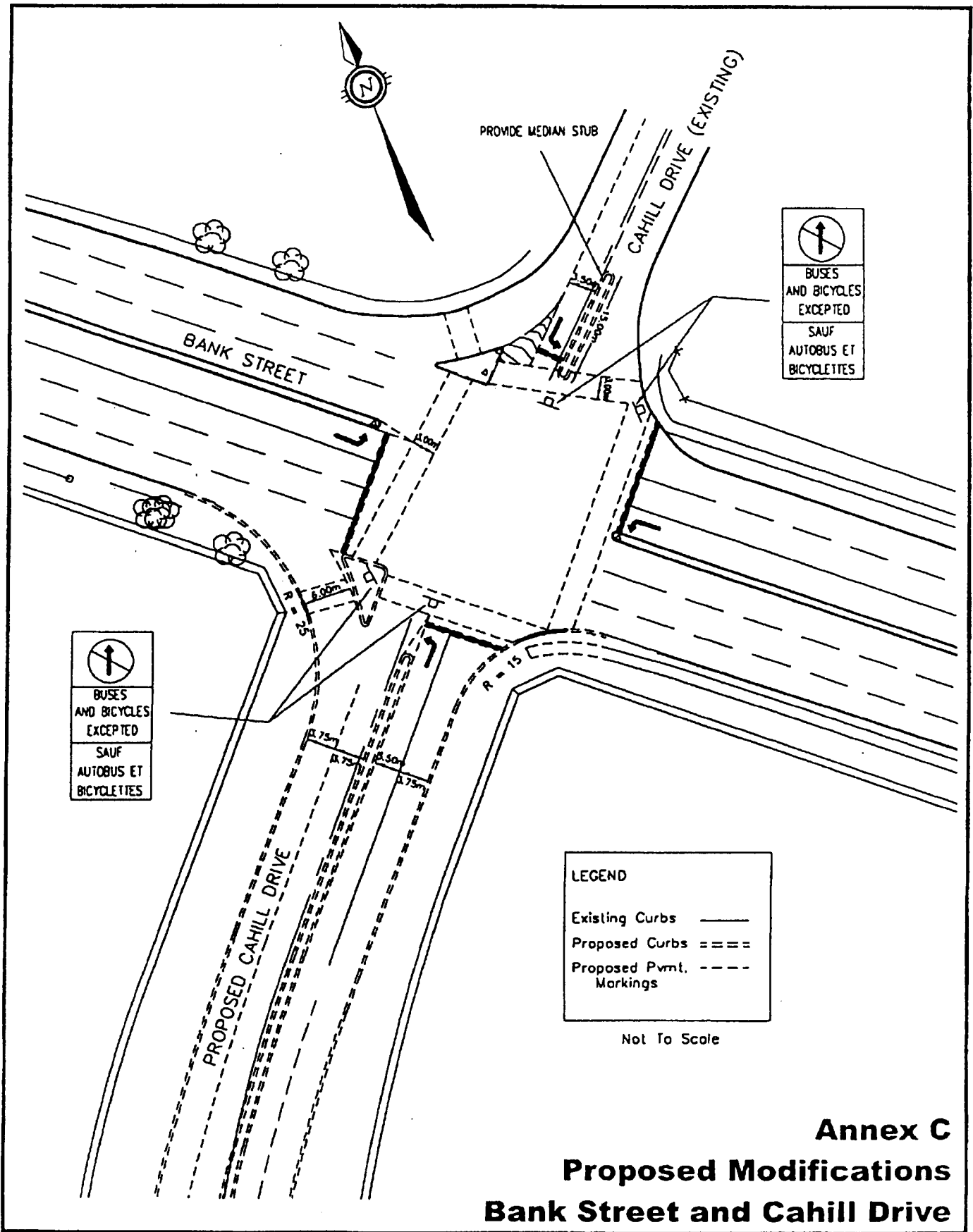
BRIDLE PATH

ANNEX A

SITE LOCATION



**Annex B**  
**Existing Conditions**  
**Bank Street and Cahill Drive**



Extract of Minute  
Transportation Committee  
16 April 1997

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

Extract of Minute  
Transportation Committee  
16 April 1997

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

Extract of Minute  
 Transportation Committee  
 16 April 1997

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

Extract of Minute  
Transportation Committee  
16 April 1997

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.

Extract of Minute  
Transportation Committee  
16 April 1997

**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.