

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

20 SEPTEMBER 2000

1:30 P.M.

PRESENT

Chair: D. Holmes

Members: M. Bellemare, W. Byrne, R. Cantin, L. Davis, C. Doucet, H. Kreling,
J. Legendre, M. McGoldrick-Larsen, M. Meilleur

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 6 September 2000.

CARRIED

POSTPONEMENTS AND DEFERRALS

1. MOTORCYCLE RACING - HERON PARK

- Director, Mobility Services and Corporate Fleet Services report dated 21 Aug 00
- Regional Cycling Advisory Group submission dated 31 Aug 00

John Buck, Manager, Safety and Traffic Studies gave a detailed presentation of the steps staff took since this item was last discussed and the problems associated with the rumble strips. Some suggestions were proposed which might act as deterrents to motorcycle racing through this area.

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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 27 September 2000 in Transportation Committee Report 69.

Councillor Byrne expressed an interest in the results of the rumble strips because of their applicability to Woodroffe Avenue at the Ottawa River Parkway. There was an indication they could be useful to slow traffic down as it enters/exits the Parkway. Doug Brousseau, Director of Mobility Services and Corporate Fleet Services advised that the strips do require further study, noting they fill up with water when it rains and this can be hazardous if it freezes. The councillor indicated she would follow up with staff further.

Donna Silver, Heron Park North Community Association urged committee to continue to pursue other solutions to this problem.

Mr. Brousseau indicated that a consultant will have to be hired to work with staff in furthering their review of possible solutions and he hoped the new City of Ottawa will provide the necessary funds to do this in the budget accordingly.

Councillor Doucet proposed that CSIS be requested to erect a gate or barrier across their access route at the building in order to prevent late-night motorcycle racing. When questioned whether this would encourage the motorcyclists to drive up and over the sidewalk to get around such a barrier, staff advised that the site may have to be tailored to ensure the motorcyclist do not defeat the objective.

Moved by C. Doucet

That the Canadian Security and Intelligence Service (CSIS) be requested to erect a gate or barrier across their access route at the building in order to prevent late-night motorcycle racing.

CARRIED

Councillor Doucet proposed that a median be costed and an implementation plan be brought forward by 31 January 2001 for the northbound Bronson-Riverside access route. The Director advised that a consultant has to be hired to do a design and to determine if it is feasible. He suggested he would inquire of engineering staff if they can address this and a report could be brought back to the new City of Ottawa.

Moved by C. Doucet

That a median be costed and an implementation plan be brought forward by 31 January 2001 for the northbound Bronson-Riverside access route;

CARRIED

Councillor Doucet proposed that an automatic watering system be examined and costed for the Data Centre Road racing centre. Mr. Brousseau advised that he would explore that option, but there is the issue of it making the road safe during winter conditions.

Moved by C. Doucet

That an automatic watering system be examined and costed for the Data Centre Road racing centre.

CARRIED

Councillor Doucet proposed that a video surveillance system be examined and costed with an implementation plan brought forward by 31 January 2001. Staff agreed this could be done as a countermeasure with the police. Mr. Buck suggested that perhaps they could get feedback from CSIS because they probably have their own video surveillance cameras.

Councillor Doucet expressed his thanks to staff for their work. He recognized that this is a difficult issue for residents in his ward. He noted that this is a major transfer point for east/west and north/south traffic and is a very busy road during the day. However, in the evenings, the roads are almost empty and the racing that goes on during the late hours has affected these residents for over a decade.

Moved by C. Doucet

That a video surveillance system be examined and costed with an implementation plan brought forward by 31 January 2001.

CARRIED

That Transportation Committee recommend Council approve:

- 1. That staff, in conjunction with the Ottawa-Carleton Regional Police Services, local residents and the ward Councillor, continue to seek measures that may be implemented to deter late-night motorcycle racing in the Heron Park area, and that the pilot project previously approved to assess the effectiveness of rumble strips as speed control devices for those vehicles be abandoned;**

CARRIED as amended

2. CRITERIA FOR HIGHER QUALITY PAINT MARKINGS

- Inquiry TC-25-00

- Director, Mobility Services and Corporate Fleet Services report dated 17 Aug 00

Councillor Doucet advised that staff had not addressed the last part of his inquiry with respect to compiling a list of intersections where paint markings could be studied and suggested the item be referred back to staff. Doug Brousseau, Director of Mobility Services and Corporate Fleet Services suggested that what the committee might want to direct staff to do is to investigate permanent pavement markings as part of new road reconstruction.

Chair Holmes noted that painted zebra markings are applied twice a year at a cost of \$500 every six months at a total cost of \$1000 a year. However, she noted that polymer tape costs \$3000 and lasts for three years, which is the same amount of money and she wondered why the latter method is not being used. Staff advised these are approximate costs and the six-month timeframe refers to high-traffic areas. The Committee Chair noted however, that there may be a lapse of several months from when a location is quite worn and the time it is repainted. She was hoping to see a cost/benefit ratio over 10 years and what provides the best safety on the street over that period. Councillor McGoldrick-Larsen also suggested that this be considered from a maintenance perspective as well, especially in older communities that may not experience capital works over a long period of time. The Director agreed to do further analysis and bring forward a more clearly-defined report.

Councillor Cantin referred to the use of coloured pavement and while he recognized that zebra markings are there for the comfort of the pedestrian, there is also a need for a more visual impact for motorists as they approach the intersection. The Director advised that staff are looking at coloured pavement for some transit priority initiatives.

That the Transportation Committee and Council receive this report for information.

RECEIVED

REGULAR ITEMS

3. MAINTENANCE OF REGIONAL RIGHTS-OF-WAY FOR UTILITY,
CONSTRUCTION AND MAINTENANCE ACTIVITIES -
CONSULTANT REPORT

- Director, Infrastructure Maintenance report dated 1 Sep 00

Lorne Ross, Manager, Surface Projects highlighted the main issues detailed in the report.

In response to questions posed by Councillor Cantin, Bill Beveridge, Director of Infrastructure Maintenance, advised that this controlled effort (trenching) is done on a participatory basis with as many of the telecommunications groups as possible. The councillor expressed concern that the lifespan expectancy of the road is affected by these road cuts and when the trenching takes place, he suggested staff be there to ensure the backfilling is done to the same level as when the road was built. He suggested that once the trenching is complete, staff might want to resurface the road to seal it completely.

Councillor Legendre referred to the changing needs of telecommunications, especially in the downtown, and questioned whether staff propose to put all the underground cables in when they trench or whether they are suggesting the installation of an oversized duct that could be shared. Mr. Beveridge explained that what should be required is a blank duct for every occupied duct, regardless of who puts them in. He noted that their aim is to try and protect the integrity of the pavement and so, if the Region invests the marginal cost of putting the blank duct in, it will protect that full lane width for a very long time. When questioned whether this 2 for 1 duct system would be sufficient to satisfy the needs of the communications industry, Mr. Ross explained that because things change so quickly in this industry, the telecommunications people are looking at very short time horizons and staff are concerned that they are not looking far enough ahead to anticipate future needs. This is why staff insisted that spare duct capacity, over and above their own needs, be included as part of the agreements. It was also the reason that staff insisted on having the ability to protect the Region further with the incremental cost approach that would not only save the road damage, but would save the massive disruption costs that must be endured by the community.

Chair Holmes inquired why there would be no pavement degradation fee for sidewalk or boulevard work and Mr. Ross explained that while it is impossible to restore road pavement back to its original condition, it is possible to reconstruct a sidewalk or boulevard and therefore, no degradation fee should apply. The Chair inquired whether this might encourage utility companies to use these facilities, keeping in mind that trees are usually planted within the boulevard and Mr. Ross indicated staff prefer that any work in fact occur in these locations, but explained that staff want to consolidate these companies into as small a space as possible for exactly that reason.

Richard Mahoney, Fraser Milner Casgrain advised that his company represents Rogers Cable Company and it has been involved in the negotiation of a municipal rights-of-way agreement with Regional staff. He stated that Rogers was part of a working group established by staff to deal with issues such as trenching, and the only difficulty they have is the amount of time they have been given to respond to the Ainsley Group and staff reports. Since they are not in a position to address some of the rather substantive issues such as the moratorium and the pavement fees, he asked that the working group be given the opportunity to address these issues and report back to the committee in two weeks time.

Councillor Davis inquired what the implications would be of referring this report to the next committee meeting and Mr. Beveridge advised that this is a fall 2000 undertaking and staff would like to get it underway and completed while it is still possible to put a surface on the roadway. Councillor Davis suggested the items referred to by the delegation be referred to the working group, with comments back at the next committee meeting.

Councillor Cantin wondered that if committee accepts the report recommendations now, by mid October there will be a procedure in place whereby there would be only one way of doing it, i.e., common trenching. Mr. Beveridge indicated that his concern about time is because it is a big boost to the Region's position of trying to regain control of the right-of-way. He added that the working group has discussed the issues raised by the representative for Rogers Cable at some length. Staff are trying to put together a package that will create a co-operative venture in the core and they need Council's support to do that. L. Ross explained that timing is of utmost importance to the telecommunications industry as well, because there are several companies waiting to proceed and given the amount of work they will have to be undertaken once the matter is approved, they are quite anxious to resolve the matter as quickly as possible. The councillor encouraged committee members to support the staff recommendations.

Councillor Doucet stated that for years the municipality and the taxpayers have supported and subsidized many companies by allowing them to cut up the road, without having to pay anywhere near the cost associated with those cuts. He was pleased with the thoroughness of the report and urged committee to proceed.

Moved by L. Davis

That this matter be referred back to the Working Group to review the issues of a moratorium and payment fees and other related issues to be brought back to the Transportation Committee meeting of 4 October 2000.

CARRIED

YEAS: M. Bellemare, W. Byrne, L. Davis, D. Holmes, H. Kreling,
M. McGoldrick-Larsen....6
NAYS: R. Cantin, C. Doucet, J. Legendre, M. Meilleur....4

Moved by D. Holmes

That utility placement underground not be permitted to preclude future tree planting in boulevards.

CARRIED
(M. McGoldrick-Larsen
dissented)

Councillor McGoldrick-Larsen explained that she dissented on the previous Motion because where possible, the Region should provide for tree space in the right-of-way, but where this is impossible, they should be planted in other places.

4. **KING EDWARD AVENUE - OVERNIGHT TRUCK BAN**
- Director, Mobility Services and Corporate Fleet Services report dated 14 Sep 00

Councillor Cantin declared an interest and was not present for the discussion of the item.

Councillor Bellemare asked whether staff have a better understanding of the feasibility and consequences of implementing a night-time ban on trucks on King Edward Avenue. The Director of Mobility Services and Corporate Fleet Services, Doug Brousseau advised that through consultation with the industry, staff were advised that the impacts are significant and to some, devastating. In answer to these concerns, staff propose that an economic impact analysis be carried out to study the effects of the ban, as well as the impact of the future reconstruction of King Edward Avenue, anticipated for 2003. In light of these comments, the councillor suggested the committee abandon the truck ban.

Councillor Bellemare questioned the need for an extensive economic analysis when it has been made clear to staff that the impact will be significant to the industry. The Director explained that what must also be considered is the community's concerns about trucks on King Edward. He added that the industry does not want to be on this road, but it is their only choice, other than the Chaudiere Bridge. When questioned when the three month deferral begins, should the report be approved, Mr. Brousseau advised that it could be as much as six months that the ban could be deferred. He explained that they are awaiting the results of an MTO origin-destination survey of trucks going to and coming across the MacDonald-Cartier Bridge and that information may not be available until the spring. He commented however, that the previous survey was not site-specific with respect to destinations and what cargo they were carrying.

Councillor Doucet expressed some concern about the proposal for an economic impact analysis, because that assessment will just look at the effects on the trucking business, when in fact, it should also examine the economic impact of that cross-town traffic on the core. He believed there should be some community development expertise introduced into this study. In response to the councillor's initial concern, the Director agreed the

terms of reference would include the impact of the ban in the downtown Rideau area. Further, an economic consultant will be hired and staff can ask that a community representative be involved, but he reiterated the fact that this study will address economic impacts, adding that the quality of life impacts are already well-known. The councillor maintained, however, that quality of life has a huge impact because although it is difficult to quantify, decreased property values on truck routes mean less taxes being collected.

Councillor Kreling inquired whether staff would be obtaining further comments from the broader community and not simply those living adjacent to King Edward Avenue. The Director pointed out that the report mentions that staff can look into further consultation in this regard.

During the reconstruction of King Edward Avenue in 2003, Councillor Legendre asked what would happen to the traffic crossing the bridge at that time and Mr. Brousseau advised that the consultant will be examining traffic management scenarios for implementation. He added that as capacity is reduced on King Edward Avenue during this reconstruction, there will be immense potential for traffic disruption pressures across the bridge into Quebec and the consultant will have to plan on how to make such a situation livable. The councillor was glad to see some response from the industry with respect to a future bridge crossing and he hoped the additional pressure will make the City of Gatineau realize that a solution is needed to address the issues with respect to interprovincial trade and to remove those trucks from the downtown core.

Councillor Doucet proposed:

That the Impact Study include an evaluation of the economic impact of the present use of King Edward Avenue, Rideau Street and Nicholas Street as a truck route on the residential property values and business opportunities by the decline in quality of life caused by the use of these roads as a truck route.

When questioned whether staff could quantify the scope of such a study in terms of cost, Mr. Brousseau advised that it could be included in the terms of reference, but he was unsure whether it was possible to quantify.

Councillor Kreling believed that all community associations across the region should be notified about the ban. He agreed the results of the origin-destination study would be helpful information, although he was frustrated that not all the right questions had been asked in order to provide a more comprehensive picture of interprovincial transportation and where the pressure points exist. In the end, however, he agreed that the information should be obtained because the type of negative impact that will occur on the King Edward corridor and the community is not something he wants to see replicated in another community. Mr. Brousseau advised that if staff do not get satisfactory data from the MTO survey, staff will conduct their own.

Councillor Meilleur emphasized the poor quality of life residents in this area have because of the large 18-wheel trucks using the road for transporting goods. She was anxious to see the results of the origin-destination study, because when the ban is in place, she recognized that there will be exceptions. With respect to the issue of an additional bridge crossing, the councillor believed that all levels of government should work towards making a final decision on the location of that bridge.

Councillor Bellemare did not believe it was practical to force truck traffic onto impractical detours and into rush hour traffic, effectively setting up road blocks to interprovincial trade. He agreed that a night-time ban on an interprovincial route would not be a good move for the Region and that deferral of such a ban will eventually lead to an abandoning of the overnight truck ban.

Moved by C. Doucet

That the Impact Study include an evaluation of the economic impact of the present use of King Edward Avenue, Rideau Street and Nicholas Street as a truck route on the residential property values and business opportunities by the decline in quality of life caused by the use of these roads as a truck route.

CARRIED
(M. Bellemare dissented)

Moved by H. Kreling

That notification of the proposed truck ban be provided to all community associations in the region.

CARRIED

That Transportation Committee recommend that Council approve that:

- 1. The overnight truck ban approved by Council on 24 May 2000 pertaining to King Edward Avenue, Sussex Drive, Booth Street and Cameron Street (in the Village of Cumberland), be deferred for a three-month period; and,**

- 2. The Environment and Transportation Department undertake an economic impact study of the proposed truck ban as well as the upcoming rehabilitation of King Edward Avenue.**

CARRIED as amended

INQUIRIES

Chair Holmes requested that committee be provided an update by staff on the Transition Board progress to date as it affects the Environment and Transportation Department, i.e., the reduction in staffing, what branches will remain and how far along are they in the budget process. She believed it was important that the new Council understand what kind of budget is being proposed by the Board and the staffing structure.

It was agreed that the regular meeting on 18 October would begin at 9:00 a.m. in order to provide staff an opportunity to make this presentation.

Audible Pedestrian Signals

Councillor Legendre referred to the summer presentation on Audible Pedestrian Signals at which time it was suggested the button necessary to actuate the signals be in Braille to ease their use, or that they be activated by a remote which could be carried by the individual. The Director of Mobility Services and Corporate Fleet Services advised that such options are being explored, including a raised arrow to indicate which direction the signals will face to ease the crossing movement. He added that a recent article from a Toronto newspaper sited this Region as being a leader in providing such signals for the visually impaired. The councillor referred to a suggestion that was also made during that presentation about the use of tactile markings to assist the blind. Mr. Brousseau indicated that staff propose that the new City of Ottawa should be looking at the issue of accessibility for all road users and the Transition Board will be made aware of these issues.

Outstanding Inquiry

Councillor Legendre inquired when staff will be responding to his Inquiry TC-29-00 which asked staff to examine the capacity of roundabouts. Staff advised they would be reporting back in the new year.

Unfinished Roadwork

Councillor Cantin advised that work at the intersection of Jeanne d'Arc and St. Joseph had begun several weeks ago, but the work has not been completed and he has not seen any work crews at the site. Staff agreed to look into the situation.

ADJOURNMENT

The meeting adjourned at 4:30 p.m.

CO-ORDINATOR

CHAIR