

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

21 JULY 1998

3:00 P.M.

PRESENT

Chair: D. Holmes

Members: W. Byrne, R. Cantin, L. Davis, C. Doucet, J. Legendre, M. Meilleur

REGRETS M. Bellemare, H. Kreling, M. McGoldrick-Larsen

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 17 June 1998.

CARRIED

1. WEST TRANSITWAY - PINECREST ROAD TO ACRES ROAD - ACRES ROAD INTERSECTION - PUBLIC HEARING
- Co-ordinator, Transportation Committee report dated 30 Jun 98

Liz Barrett, President, Qualicum Graham Park Community Association reiterated the concerns she raised at the committee meeting last month and in particular, the objection to the proposal for only one ramp to Highway 417 from Acres Road; residents believe it would cause more motorists to make U-turns in their community. Mrs. Barrett expressed the views of two elderly residents of Nanaimo Drive, who were unable to attend the meeting, but who had conveyed their deep concerns to her with respect to the number of motorists using their driveway to turn around in, often causing queuing of other vehicles waiting to turn around. Although this is primarily more of a concern during peak shopping periods and is not as much of an issue during the summer months, Mrs. Barrett was still very concerned for their safety.

With respect to the opening of just one ramp, Mrs. Barrett opined that it would only exacerbate an already existing problem and with the proximity of the Qualicum Business

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 12 August and 9 September 1998 in Transportation Committees Reports 16 and 17 respectively.

Park to the community, it will make it more attractive to people who work there to cut through the community. Although the residents object to there even being a ramp, she felt the proposal should at least allow southbound motorists to turn right from Acres Road onto Highway 417 and questioned the rationale for the project not including such access. She recognized this was originally a request from residents of Crystal Beach to reduce traffic through their community, but emphasized that motorists traveling along Carling Avenue who decide to access the highway from Moodie Drive, would drive directly through that community in any case. In closing, Mrs. Barrett questioned whether signs for the right-turn prohibition would be enough of a deterrence if motorists choose to risk making that illegal movement.

In response to her question about the right-turn prohibition, Wayne Bennett of the Engineering Division of the Environment and Transportation Department, clarified this was a request of the Crystal Beach and Lakeview communities and was incorporated as part of the Environmental Study Report (ESR); accordingly, the Region must comply with that stipulation in order to undertake this project. Any change would require an Addendum to the ESR, a significant undertaking including construction delays and additional costs, and there would be no guarantee of any change following that process. He suggested that the other alternative would be to construct as per the ESR document and monitor the operation of the intersection for one or two years after construction.

Councillors Cantin and Legendre raised questions about the appropriateness of the right-turn restriction and the suggestion was made for an Addendum report to provide a second look at all the issues. It was stressed that Acres Road, a Regional road, is operating well below the volume it was meant to carry and it was doubtful the ramp would attract enough traffic to increase those numbers significantly.

As councillor for the ward, Wendy Byrne was hesitant to delay this project and she maintained it would be more economic and efficient to construct the ramps and simply monitor the right-turn prohibition. Following a specified period, she felt residents may have a change of mind once they realize the reality of putting the prohibition in place and should it be deemed preferable at that point in time to eliminate the prohibition, the signs could be easily removed. W. Bennett agreed that the cost for an Addendum would be considerably more than any physical changes committee may wish to make in a year's time and the cost for sign changes, however, would be very nominal. In response to the concerns previously raised by councillors Cantin and Legendre and with respect to non-compliance, Mr. Bennett advised that staff would deal with this situation as an operational issue, with adjustments made accordingly and there would be no requirement for an additional ESR in this case.

Councillor Legendre questioned whether the intersection would have to be built differently if the committee and Council were to decide to allow right-turns from Acres Road onto the ramp. Staff advised that the changes to the curbing and geometry of the intersection may be nominal, although if so directed by Council, the signs could simply be removed.

Having held a public hearing, that the Transportation Committee recommend Council approve the preliminary design for the proposed construction of the Acres Road intersection that is required to provide for the new westbound ramp connection to Highway #417, as illustrated on Drawing No. RT-2266.

CARRIED
(R. Cantin and J. Legendre
dissented)

2. PARKDALE AREA TRANSPORTATION STUDY - PUBLIC HEARING
- Co-ordinator, Transportation Committee report dated 30 Jun 98

At the outset, John Buck, Supervisor, Traffic Investigation and Surveys advised that the proposed changes have been discussed with the Ministry of Transportation (MTO) who have voiced some concern about the proposal for the roadway modifications. It was emphasized that under the Highway Improvement Act, the Ministry has the ultimate jurisdiction for a radius of 396 metres from that intersection and any work to be carried out within those limits are subject to their approval. Mr. Buck advised that their concerns relate to technical issues which staff will be discussing with them further, with the hope a solution will be found that is compatible to all parties.

As a result of these comments, the question was raised as to whether or not the Region had any recourse were the Ministry to reject the proposal. The Solicitor, Paul Hughes, advised that under the Public Transportation Highway Improvement Act, there is nothing set out in the legislation in terms of appealing any conditions the Ministry may place upon the Region. He indicated, however, that staff could work with their respective counterparts at the Ministry in the hopes of some reconsideration.

Following a brief overview of the proposed changes in and around the intersection, Councillor Cantin inquired whether the median on the north side of the Parkdale/Westmount intersection could be extended further south to discourage motorists from making illegal straight-through movements when they are positioned in the left-turn lane at the Queensway underpass. J. Buck advised this would be a concern for the Ministry because as part of their snow clearing operations, their plows leave the Queensway via Westmount and often enter it again directly at the on-ramp across Parkdale Avenue. In addition, motorists who accidentally get off at Westmount must have an unhindered opportunity to get right back on again at the end of that road. The councillor then questioned whether the option of signs located at the Queensway underpass to better direct motorists had been discussed and Mr. Buck confirmed signage to better delineate the lanes on Parkdale Avenue had been proposed to the Ministry; however, there has been no concurrence received at this time. He confirmed this is one of the technical issues staff hope to resolve.

As there was only a large display drawing of the proposed modifications, it was requested that appropriate maps and drawings be included in future reports for ease of reference.

Kate Harrigan, Civic Hospital Neighbourhood Association was pleased to see the parking changes that have already been implemented on Parkdale Avenue and the slower speeds at which motorists are travelling. She noted there has been a reduction by 10km/h and the additional parking spaces provide quick and easy access for people going to the Civic Hospital.

J. Buck agreed with her comments about speed reductions and illustrated this fact in an overhead graph of “before and after” speeds on Parkdale Avenue. He explained that the improvement is very impressive in this learning exercise, because this is the first traffic calming initiative on a Regional road.

Councillor Davis noted that with the growth of clients to the Civic Hospital and the subsequent increased use of Parkdale Avenue, she hoped the Steering Committee, of which the delegation is a member, would be interested in working with the hospital to encourage eastbound motorists to use the more efficient Carling Avenue exit from the Queensway to access the Civic Hospital, rather than the more commonly used Parkdale exit. Ms. Harrigan indicated the Steering Committee had recommended that the Ministry be encouraged to erect hospital (“H”) signs at that exit; however, it was learned that such a request must come from the hospital itself. However, she indicated an interest in working with them in this regard.

Peter Thompson, Planner, Ottawa Hospitals explained that the concern outlined in his letter dated 5 June 1998 to staff had been unfounded when he learned there were no parking metres on Parkdale Avenue in the vicinity of the hospital. He elaborated further on the comment broached by Councillor Davis about the anticipated growth of the hospital due to the closure of other local hospitals and the impact this would have on the Civic Hospital campus. He believed the staff recommendations are appropriate for the current situation, but suggested it be revisited next summer to determine whether any adjustments are required in light of the increased use of this campus. In this regard, he was interested in being a part of that process and confirmed the hospital would like to be involved in encouraging motorists to use the Carling Avenue exit instead of Parkdale Avenue as the main Queensway access to the hospital.

Having held a public hearing, that Transportation Committee recommend Council approve the construction of roadway changes proposed in the Parkdale Area Transportation Study as illustrated in Drawing #1 (TO2263TOA00).

CARRIED

3. 1997 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2
- Director Mobility Services and Corporate Fleet Services report dated 22 May 98

Councillor Legendre inquired whether the traffic control signal warrants changed as a result of the Transportation Master Plan (TMP) and the Official Plan. The Director of

Mobility Services, Doug Brousseau, advised that the warrant system is just a tool in terms of priority; however, staff will be reporting back to committee in the fall on the new warrant system. The councillor also questioned whether the comments from the Regional Cycling Advisory Group will be available at the public hearing and staff advised that any comments they may have will be provided at that time.

Councillor Cantin doubted there would be much, if any, pedestrian activity to warrant pedestrian signals at Albion and Rideau and questioned the rationale for such a recommendation. The Director advised it would be an incremental cost and is in keeping with the TMP. The councillor thought the current situation at that location serves the area pretty well, but Mr. Brousseau cautioned committee that this is a very high collision intersection and is the driving reason behind the staff recommendation for signals and roadway modifications. The councillor asked that staff report back on what the incremental costs are to install pedestrian signals, so when other installations are being considered, audible signals could be put in instead. Staff agreed to report back on this and would also include information on the Region's policy to install such signals in rural locations. The councillor preferred the committee approve the staff recommendations, subject to the report on the additional costs coming forward.

The Director noted that most of the locations for signals are situated in rural areas and are extremely expensive undertakings. He cautioned that there are not enough funds in the signal budget and staff will have to draw funds from the Safety Improvement Program to accommodate the proposed recommendations. In addition, a preliminary review reveals that another eight intersections are warranted for signals this year and staff will be proposing a budget increase for 1999 to pay for these. The Committee Chair thought that cost was one of the criteria for which intersections would be done in any given year, but the Director advised that cost is not a factor, although it is part of the Department's deliberations in bringing those locations forward to committee. The Chair questioned the need to spend money for intersection improvements required as a result of signal installation and suggested funding be provided for signals that do not require such significant modifications, thereby using the money more wisely. She felt this could be discussed further in September when the public hearing is scheduled and at which time staff will have the requested report on costs.

Councillor Davis noted that the intersection of Tyndall and Parkdale had been warranted for signal installation but was put on hold pending the outcome of the Parkdale Area Traffic Study. Now that the latter is complete, she requested the intersection be included in future reviews and staff confirmed it would be included in the 1998 program.

That the Transportation Committee recommend Council approve:

- 1. the installation of a traffic control signal at the following two intersections in conjunction with the proposed roadway modifications for each intersection;**
 - a. Albion Road (Regional Road 25) and Rideau Road; and;**

- b. **Trim Road (Regional Road 57) and Watters Road;**
2. **the roadway modifications for the above two intersections as shown in Annex F (pages 2-4) and Annex G (pages 2-3), and authorize the initiation of the public hearing process, as required by Sections 297 and 300 of the *Ontario Municipal Act*;**
 3. **the intersections listed in Annex C (2) be further reviewed and included in the 1998 Traffic Control Signal Programme;**
 4. **no further action be taken at this time with respect to the installation of a traffic control signal at the locations listed in Annex C (3);**
 5. **no further action be taken at this time with respect to the installation of a pedestrian signal at the locations listed in Annex A (2).**

CARRIED *

* *Recommendations 3, 4 and 5 will be submitted to Council for confirmation on 12 August 1998. The proposed roadway modifications will rise to a public hearing on 2 September and subsequently to Council on 9 September 1998.*

4. **TRAFFIC CONTROL SIGNALS - BRONSON AT GLOUCESTER AND BRONSON AT LAURIER**

- Councillor D. Holmes report dated 30 Jun 98

The Director of Mobility Services provided a brief synopsis of this intersection and the original staff recommendation that should signals be installed at Bronson and Laurier, the signals at Bronson and Gloucester. He explained that since the intersections are within 25 metres of each other, motorists may focus on the far signal and accidentally drive through a red light, which was of major concern. However, in view of the community's desire to maintain both signals, staff have determined that programmable heads be installed, at an additional cost, which would alleviate the sight-line problem.

At the request of the Committee Chair, the following amendment was proposed for Recommendation 3:

Moved by J. Legendre

That bicycles be exempted from the westbound through prohibition at Bronson and Laurier.

CARRIED

That the Transportation Committee recommend Council approve:

1. **the retaining of the traffic control signal at the intersection of Bronson Avenue and Gloucester Street and the installation of traffic control signals at the intersection of Bronson Avenue and Laurier Avenue;**
2. **that the existing westbound through and left turn prohibition at Bronson and Laurier (7:00 a.m. to 7:00 p.m. Monday through Friday) be rescinded;**
3. **that the westbound through movement at Bronson and Laurier be prohibited at all times.**

CARRIED as amended

5. BANK STREET AT TOWNGATE SHOPPING CENTRE - ASSUMPTION OF MAINTENANCE AND OPERATING COSTS OF TRAFFIC CONTROL SIGNALS
- Director Mobility Services and Corporate Fleet Services report dated 15 Jun 98

That the Transportation Committee recommend Council approve that the Region assume the annual maintenance and operating costs of the traffic control signals at the intersection of Bank Street and Towngate Shopping Centre Access.

CARRIED

6. ISLAND PARK DRIVE, KIRKWOOD, CHURCHILL AREA TRAFFIC CALMING PILOT STUDY
- Director Mobility Services and Corporate Fleet Services report dated 29 Jun 98

That Transportation Committee recommend Council approve:

1. **the construction of traffic calming measures for Kirkwood Avenue, Churchill Avenue, Scott Street and Merivale Road identified in Annex A, and;**
2. **the initiation of the public hearing process as required by Sections 297 and 300 of the Municipal Act (Ontario).**

CARRIED *

* *The proposed roadway modifications will rise to a public hearing on 2 September and subsequently to Council on 9 September 1998.*

7. LYON STREET TRAFFIC CALMING PILOT STUDY
- Director Mobility Services and Corporate Fleet Services report dated 29 Jun 98

In response to a letter dated 17 July 1998 from Craig Layng, the Committee Chair suggested the staff recommendation be modified to include a speed hump between Somerset and Maclaren.

Moved by C. Doucet

That a speed hump be added on Lyon Street between Somerset Street and Maclaren Street as part of the Lyon Street Traffic Calming Pilot Study.

CARRIED

That Transportation Committee recommend Council approve:

- 1. the construction of calming measures for Lyon Street, identified in Annex A and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the Municipal Act (Ontario).**

CARRIED * as amended

* *The proposed roadway modifications will rise to a public hearing on 2 September and subsequently to Council on 9 September 1998.*

8. **MARCH ROAD AT THE ACCESS TO THE GATEWAY MALL - PROPOSED NORTHBOUND LEFT-TURN LANE AND ACCESS TO 365 MARCH ROAD**
- Director Mobility Services and Corporate Fleet Services report dated 8 Jul 98

That Transportation Committee recommend Council approve:

- 1. the modifications to the traffic control signals at March Road and Gateway Mall and the construction of associated changes to the roadway along March Road as described in the report and illustrated in Annex C, subject to the owner of 151516 Canada Incorporated;**
 - a) funding the total cost of the traffic signal modifications and the proposed road works;**
 - b) executing a legal agreement with respect to the above; and;**
- 2. the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

CARRIED *

* *The proposed roadway modifications will rise to a public hearing on 2 September and subsequently to Council on 9 September 1998.*

9. **PROPOSED INTERSECTION MODIFICATIONS TO KIRKWOOD AVENUE AND HAMPTON PARK PLAZA/SWITZER AVENUE - HAMPTON PARK PLAZA REDEVELOPMENT**

- Director Mobility Services and Corporate Fleet Services report dated 8 Jul 98

Councillor Legendre expressed concern about the proposal to increase the radius at the entrance to the plaza and the impact this would have on pedestrians and cyclists. Staff assured the councillor that the modification was required to safely accommodate large trucks which would be turning into the plaza at this entrance.

Following up on the previous comment, Councillor Davis explained that when the preliminary drawings for the expansion of the shopping plaza were presented to Ottawa City Council, the preferred option was that large trucks would use Sebring Avenue to access the loading bays at the back of the shopping plaza, rather than having access through the parking lot. With the proposed modifications to the Kirkwood entrance to accommodate large trucks, asked staff to provide her with an explanation of when this change took place. She believed the proposed double-left turn lane would give rise to more conflicts between motorists exiting the plaza and those trying to back out of the parking spaces adjacent to that access. The Director advised that a double left-turn lane will allow the queuing of vehicles not to be as long and therefore should expedite the flow of exiting vehicles. In response to further comments made by the councillor, he stated that staff provide comments to the proponent with respect to access to the Regional road and it is staff's assessment that what is being proposed will work. Any impact on the internal operation of the plaza is not a Regional responsibility.

That the Transportation Committee recommend Council approve:

1. **the modifications to the traffic control signals at Kirkwood Avenue and Hampton Park Plaza/Switzer Avenue and the construction of associated changes to the roadway along Kirkwood Avenue as described in the report and illustrated in Annex C, subject to the owners, London Life Insurance Company and Devan Properties Limited;**
 - a) **funding the total cost of the traffic signal modifications and the proposed road works;**
 - b) **executing a legal agreement with respect to the above; and;**
2. **the initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

CARRIED *

* *The proposed roadway modifications will rise to a public hearing on 2 September and subsequently to Council on 9 September 1998*

10. FALLOWFIELD ROAD FROM WOODROFFE AVENUE TO A POINT 155 M WEST OF WOODROFFE AVENUE - PROPOSED MEDIAN

- Director, Mobility Services and Corporate Fleet Services report dated 8 Jul 98

Councillor Cantin made reference to the site and questioned the distance to the recreational pathway which ends at Woodgate Way. On behalf of Regional Realty, the developer, Arthur Gordon advised there is a pathway adjacent to Fallowfield Road, which ends short of the site by approximately 250 metres, at Woodgate Way. He confirmed there is no sidewalk in front of the development along Fallowfield Road.

Councillor Legendre noted that the report makes reference to the conformity of this proposal to the Transportation Master Plan (TMP), although he felt the proposed design actually falls short of the TMP's expectations because the bicycle lanes along this portion of Fallowfield Road are proposed to be narrowed in order to accommodate the median. Staff advised that the Regional Cycling Advisory Group is not concerned about a slightly narrower bicycle lane, however, the councillor proposed a Motion that the median be narrowed rather than the bicycle lanes.

The Committee Chair made reference to a memorandum from Councillor McGoldrick-Larsen who was unable to attend the meeting. In particular, she made reference to the councillor's request to initiate the advertisement for a public hearing on this issue, prior to the item going to Council. The committee concurred with this request. Further, the councillor was requesting a staff response to several questions contained in her memo and it was suggested the response be in the form of an addendum to the report for inclusion in the agenda when the item returns for a public hearing.

Moved by J. Legendre

That the bicycle lanes not be narrowed but rather, that the median be narrowed to make up the difference instead.

CARRIED

That the Transportation Committee and Council approve:

1. **The construction of a median on Fallowfield Road between Woodroffe Avenue and a point 155 m west of Woodroffe Avenue as illustrated in Annex B, subject to the RMOC and the Long Farm Developments Incorporated;**
 - a) **each participating to the extent of 50% in the funding of the median construction costs limited to a maximum Regional contribution of \$40,000;**
 - b) **executing a legal agreement with respect to the above;**

- c) **the encumbrance of funds in the amount of \$40,000 from the Safety Improvement Programme (91-30708);**
2. **The initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*;**

CARRIED * as amended

* *The proposed roadway modifications will rise to a public hearing on 2 September and subsequently to Council on 9 September 1998.*

11. STREET VENDING PROHIBITION - CITY OF KANATA

- Director Mobility Services and Corporate Fleet Services report dated 10 Jun 98

Councillor Legendre noted there had been no public consultation but felt the issue demanded such input from the public. Staff advised that staff have discussed this with the ward councillor, Alex Munter, who felt the municipality's position that no public consultation is required, was a reasonable approach.

Moved by J. Legendre

That there be public consultation on Street Vending on Regional roads in Kanata.

LOST

YEAS: C. Doucet, J. Legendre....2

NAYS: W. Byrne, R. Cantin, D. Holmes, M. Meilleur....4

That the Transportation Committee recommend Council approve the amendments to Schedule B of Part 2.11 of the Regional Regulatory Code, as described in the body of this report.

CARRIED

12. CLARIFICATION OF POSTER BY-LAW

- Director Mobility Services and Corporate Fleet Services report dated 3 Jul 98

That Transportation Committee recommend Council approve amendments to the Highway Signs By-law making clearer Council's earlier intent to limit posters advertising the same company, organization, service, product or event.

CARRIED

13. CONFIRMATION OF MEETING TIME
- Co-ordinator, Transportation Committee report dated 7 Jul 98

That the Transportation Committee agree to change the starting time for the second meeting each month from 4:30 p.m. to 1:30 p.m.

CARRIED

INFORMATION PREVIOUSLY DISTRIBUTED

1. 1998 RESURFACING PROGRAMME
- Director, Infrastructure Maintenance Division memo dated 12 Jun 98

NEXT MEETING

The Committee Chair announced there would be no August meeting. The next meeting would be held on 2 September 1998.

ADJOURNMENT

The meeting adjourned at 5:05 p.m.

CO-ORDINATOR

CHAIR