

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

21 MAY 1997

4:30 P.M.

PRESENT

Chair: R. Cantin

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

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 7 May 1997.

CARRIED

REGULAR ITEMS

1. LANDSCAPE ADVERTISING SERVICES

- Environment and Transportation Commissioner report dated 22 Apr 97

Questions arose on the wording of point 5 of the Advertising Standards (Annex A) with respect to tobacco advertisement. Councillor Legendre wanted to ensure the message is perfectly clear and suggested removing the second sentence to make the statement simple and direct. Councillor Cullen opined that that statement deals with depicting the use of tobacco products and cautioned committee that if it were removed, an advertisement that may have nothing to do with tobacco, may still depict someone smoking a cigarette. He suggested having that sentence remain in to ensure that type of advertisement does not appear. The Committee Chair suggested “also” be inserted in the second sentence to read as follows: “Tobacco advertising is not acceptable. Any displays depicting the use of tobacco or consumption of tobacco products is also not permitted.” The committee agreed with this modification.

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 28 May 1997 in Transportation Committee Report 52 and on 11 June 1997 in Transportation Committee Report 53.

That the Transportation Committee recommend Council approve that a request for proposals be made for the provision of landscape advertising services along Regional Roads within the Region.

CARRIED

ROADWAY MODIFICATIONS

2. MODIFICATIONS TO THE INTERSECTION OF MONTREAL ROAD
(REGIONAL ROAD 34) AND BETHAMY LANE

- Director, Mobility Services & Corporate Fleet Services report dated 1 May 97

Councillor Legendre acknowledged that the proposed traffic control signals will enhance pedestrian safety at this location; however, because the intersection is on a hill and at a bend, he wondered if visibility would pose a problem for oncoming motorists and whether a warning signal should be installed to alert drivers to the signals ahead. The Director of Mobility Services and Corporate Fleet services advised that although staff do not anticipate problems, they would take steps to rectify the situation should they occur.

That the Transportation Committee recommend Council approve the installation of traffic control signals and associated roadway modifications at Montreal Road and Bethamy Lane to accommodate the access to a new residential development on the north side of Montreal Road as illustrated in Annex C and authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act, subject to the owner, Minto Development Incorporated:

1. **paying the total cost of the traffic signal installation and related road works;**
2. **executing a legal agreement with respect to (1) above.**

CARRIED

RESPONSE TO MOTIONS/INQUIRIES

3. TRAFFIC CALMING PLANS - INQUIRY TC-25

- Environment and Transportation Commissioner report dated 25 Apr 97

In response to a question posed by the Committee Chair, the Environment and Transportation Commissioner, M. Sheflin, indicated the alterations to local roads that intersect with Regional roads are designed and advertised by the local municipalities; Regional Council must approve any work that affects its' roads, but in those instances, the design and cost is borne by the area municipality.

Councillor Davis wondered if there were savings to be realized when traffic calming measures are implemented in conjunction with an overlay program. The Commissioner

believed there would be little or no savings in conjunction with a simple overlay. He reiterated that the proponent taking on work for a particular roadway will bear the cost of the work, adding that unless both parties want the changes and negotiate an agreement in advance to share the cost, it is the proponent who pays. In response to further questions from the councillor, he explained it is necessary to advertise any substantial changes to a roadway design and hold a public hearing.

Councillor Holmes proposed that recommendation 1 be amended to read as follows: "That specific traffic calming features on the road to be reconstructed having been designed by a municipality or region, advertised by a municipality or region, and approved by Regional Council."

She further proposed that the following new recommendations be added to the staff report:

3. That any funds not expended in 1997 be carried over to 1998.
4. That the total budget of Account 912-30740 be used for traffic calming features and not be used for the allocation of staff time.
5. That if traffic calming features incorporated with road reconstruction projects do not utilize all of the budget, that stand-alone traffic calming features be constructed.

Councillor Kreling was concerned that Recommendation 3 would constitute a pre-commitment of funds and was not in support of Recommendation 4 since it implies treating that account differently than others. The Commissioner believed Recommendation 3 was redundant since it is normal practice to carry-forward unused funds in capital accounts.. With respect to Recommendation 4, he explained that the department needs to charge staff time to specific project accounts in order to allow staff to do any work to get a project started and D. Brousseau added that the amount of staff time spent on any project depends on the nature of the proposals coming forward.

Councillor Holmes was concerned that if a significant percentage of the budget is spent on staff time, there would be little money left for the actual projects. She expressed a desire to see separate accounts for staff and for actual construction.

Councillor Beamish suggested Recommendation 4 would mean either increasing the budget or spending from another account and did not believe it was within the purview of the Committee to do so. He suggested letting it go for this year and to re-assess the situation at the end of the year to see if the account should be increased for the future.

The Committee Chair indicated that approving the proposed Recommendation 4 would mean not doing anything with the account this year as no work can be done without some staff effort. Councillor Holmes agreed to withdraw Recommendations 3 and 4.

Moved by D. Holmes

That recommendation 1 be amended as follows:

That specific traffic calming features on the road to be reconstructed having been designed by a municipality or region, advertised by a municipality or region, and approved by Regional Council.

CARRIED

Moved by D. Holmes

That if traffic calming features incorporated with road reconstruction projects do not utilize all of the budget, stand-alone traffic calming features be constructed.

CARRIED

That the Transportation Committee recommend Council approve that specific features of Council-approved traffic calming plans be approved for implementation at the time of road reconstruction projects, subject to:

- 1. The specific traffic calming features on the road to be reconstructed having been designed by a municipality or the Region, advertised by a municipality or the Region, and approved by Regional Council;**
- 2. There being sufficient funds for implementation in Account 912-30740.**

CARRIED as amended

INQUIRIES

Damage to Trees During the Winter

Councillor Meilleur distributed several photographs taken of trees in her ward which have been damaged or killed by snowplows over the winter. She felt those responsible should be held accountable and wondered what would be done to save or replace those trees.

The Committee Chair wondered whether part of the maintenance contract with the City of Ottawa included an obligation to protect trees within the right-of-way and whether in fact it was common practice to physically protect the trees planted. The Director of Infrastructure Maintenance indicated staff do an annual assessment of the condition of trees along Regional roads, which is a follow-up to the pre-inspection done in the fall. This provides an opportunity to determine the damage and to insist on a remedy. He noted that tree guards have been used in the past but have not always been effective and there has also been a lack of funding for such protection. He explained that the

Department has started a summer program to build a database which will identify the best places for planting trees based on potential for survival. When that data base is complete, which is not expected to be until the fall, staff could report back in response to the councillor's concerns.

Councillor Holmes emphasized that this problem has been on-going for many years and wondered if the Region had the capability of implementing a fining system to ensure that those responsible for the damage would be penalized. Councillor Davis interjected that snowplows are often to blame for tearing up people's lawns on Regional roads and wondered whether this could be dealt with under the same guidelines. The Committee Chair also noted that grassed medians which are no longer plowed during the winter might be possible locations to plant trees and suggested staff consider that option in their report to committee.

ADJOURNMENT

The meeting adjourned at 5:30 p.m.

CO-ORDINATOR

CHAIR