

2. **TEMPORARY CHANGES TO THE TRAFFIC AND PARKING BY-LAW  
RESULTING FROM CONSTRUCTION IN THE CORE AREA**

**COMMITTEE RECOMMENDATIONS AS AMENDED**

**That Council approve the following amendments to the Traffic and Parking By-law No. 1 of 1996 for the duration of the Phase I Plaza Bridge and Phase III Wellington Street rehabilitations:**

- 1. remove the traffic control signals at Elgin Street (east roadway) and Sparks Street and at Elgin Street (west roadway) and Wellington Street and at Elgin Street (west roadway) and Sparks Street;**
- 2. designate Wellington Street from Elgin Street (west roadway) to Elgin Street (east roadway) one-way westbound;**
- 3. rescind the one-way designation of Elgin Street (west roadway) from Wellington Street to Queen Street to permit two-way traffic;**
- 4. rescind the one-way designation of Elgin Street (east roadway) from Wellington Street to Queen Street to permit two-way traffic;**
- 5. rescind the one-way designation of Metcalfe Street from Wellington Street to Queen Street to permit two-way traffic;**
- 6. implement a westbound reserved bus and bike lane on Wellington Street from Elgin Street (east roadway) to Elgin Street (west roadway);**
- 7. implement a northbound reserved bus lane on Elgin Street (east roadway) from Queen Street to Wellington Street, in the east curb lane;**
- 8. enact a special by-law to allow tour buses to use the above-noted reserved lanes;**
- 9. prohibit the eastbound through and southbound left-turn movements at Metcalfe Street and Wellington Street, authorized vehicles excepted;**
- 10. prohibit the southbound through and left-turn movements at Wellington Street and the east gate access to Parliament Hill, authorized vehicles excepted;**

11. **prohibit the westbound left turn and northbound right-turn movements at Elgin Street (west roadway) and Wellington Street;**
12. **prohibit the southbound through movement at Metcalfe Street and Queen Street.**
13. **prohibit the southbound through and left-turn at Elgin Street and Queen Street.**

#### DOCUMENTATION

1. Director, Mobility Services report dated 29 December 1997 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 4 February 1998 immediately follows the report and includes a record of the vote.

Our File/N/Réf.                    **25 20-97-0001, 12-97-R034, RS241**  
 Your File/V/Réf.

DATE                                29 December 1997

TO/DEST.                         Co-ordinator Transportation Committee

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

SUBJECT/OBJET                 **TEMPORARY CHANGES TO THE TRAFFIC AND PARKING  
 BY-LAW RESULTING FROM CONSTRUCTION IN THE  
 CORE AREA**

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**DEPARTMENTAL RECOMMENDATIONS**

**That Transportation Committee recommend Council approve the following amendments to the Traffic and Parking By-law No. 1 of 1996 for the duration of the Phase I Plaza Bridge and Phase III Wellington Street rehabilitations:**

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- 5.     rescind the one-way designation of Metcalfe Street from Wellington Street to Queen Street to permit two-way traffic;**
- 6.     implement a westbound reserved bus and bike lane on Wellington Street from Elgin Street (east roadway) to Elgin Street (west roadway);**
- 7.     implement a northbound reserved bus lane on Elgin Street (east roadway) from Queen Street to Wellington Street, in the east curb lane;**

8. **enact a special by-law to allow tour buses to use the above-noted reserved lanes;**
9. **prohibit the eastbound through and southbound left-turn movements at Metcalfe Street and Wellington Street, authorized vehicles excepted;**
10. **prohibit the southbound through and left-turn movements at Wellington Street and the east gate access to Parliament Hill, authorized vehicles excepted;**
11. **prohibit the westbound left turn and northbound right-turn movements at Elgin Street (west roadway) and Wellington Street;**
12. **prohibit the southbound through movement at Metcalfe Street and Queen Street.**

### DISCUSSION

The above-noted temporary changes to the Traffic and Parking By-law are required to allow the contractor to secure a construction area and implement the traffic management plan as set out in the contracts for the Plaza Bridge Phase I and Wellington Street Phase III rehabilitation. These changes are scheduled to be implemented on 2 February 1998. Specific completion dates for the projects are not known at this time; however, it is anticipated that these regulations will remain in effect until the fall of 1998.

### CONSULTATION

The traffic management plan has been developed in co-operation with OC Transpo, Société de transport de l'Outaouais, Ottawa-Carleton Regional Police Service and the National Capital Commission. Due to the magnitude of these projects, their proximity to Parliament Hill, their importance to central core businesses and the potential impact on traffic resulting from their rehabilitation, extensive consultation on the construction phasing and associated traffic management plans has taken place with all affected stakeholders. All stakeholders have also been invited to attend bi-weekly construction meetings wherein construction schedules are updated and concerns addressed.

### FINANCIAL IMPLICATIONS

The recommendations of this report reflect required changes to the Traffic and Parking By-law and are therefore administrative. All expenditures for the implementation of the traffic management plan will be paid for from the Wellington Street Rehabilitation Account No. 912-30722 and the Plaza Bridge Rehabilitation Account No. 912-31060.

*Approved by G. Malinsky on behalf of  
Doug Brousseau*

JAF/sc

2. TEMPORARY CHANGES TO THE TRAFFIC AND PARKING BY-LAW  
RESULTING FROM CONSTRUCTION IN THE CORE AREA

- Director, Mobility Services report dated 29 Dec 97

John Fraser, Operational Studies Engineer, provided a detailed overview of the rerouting of traffic through the core area during the rehabilitation of Wellington Street and the Plaza Bridge. The more salient points noted were as follows:

- both projects should be completed by the year 2000;
- OC Transpo and Société de transport de l'Outaouais (STO) movements will be maintained during the construction period;
- westbound traffic on Wellington Street was diverted down the east leg of Elgin Street at Queen and in order to facilitate that movement, it was necessary to change the alignment of the road slightly;
- traffic control signals were removed in front of the Canadian Museum of Contemporary Photography on Wellington and at Elgin and Sparks; temporary signals were set up further south;
- eastbound traffic on Wellington Street was encouraged to use O'Connor and there is a bus lane in operation between 6:00 a.m. and 9:00 a.m. on Queen Street from O'Connor to Elgin;
- prohibitive movements were put in place to ensure traffic still flows;
- by the end of February, a pedestrian bridge (the Bailey Bridge) located on the north side of Wellington Street crossing the Rideau Canal will be completed;
- most sidewalks have been kept open, however, the one on the west side of the Cenotaph (War Memorial) was removed but pedestrians can still be accommodated on the east side of Elgin Street;
- for safety reasons, it was necessary to remove the pedestrian crossing on the west leg of Elgin at Queen because the change of traffic movements may not be realized by pedestrians.

As part of the prohibitive movements, Councillor Cantin questioned whether there will be tow-away zones, noting Queen Street is notorious for motorists stopping to pick up or discharge passengers. J. Fraser advised that every no-stopping sign is technically a tow-away zone and therefore staff can deal with this matter under the Commissioner's authority. In order to protect pedestrians, the councillor further questioned whether the Region will use strict enforcement to ensure motorists do not block the intersection. Staff indicated the Traffic Committee which was involved with "Restore the Core" will handle this issue and staff can begin to look at those kinds of things. He added, however, that changes in movement often take some time for motorists to get used to or to plan a new route, so staff were being somewhat lenient until those new traffic patterns have been established.

The Committee Chair indicated staff have proposed the following addition to Recommendation 1 as follows: "*and at Elgin Street (west roadway) and Wellington Street and at Elgin Street (west roadway) and Sparks Street*"; and an additional Recommendation 13 as follows: "*prohibit the southbound through and left-turn at Elgin Street and Queen Street.*"

Councillor Meilleur questioned why there was traffic congestion southbound around 6:30 p.m. between the Chateau Laurier and the National Arts Centre (NAC). Staff agreed to look into this for the councillor.

When the project is completed, Councillor Doucet inquired whether there will be a pedestrian crossing linking the Sparks Street Mall to the NAC and staff confirmed there will be one from the south tip of the War Memorial triangle to the NAC. D. Brousseau advised there are also staff in the area helping to direct people and to monitor the situation. For clarification purposes, the Commissioner agreed to bring the maquette of the area, which is currently in circulation, to a future meeting.

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- 13. prohibit the southbound through and left-turn at Elgin Street and Queen Street.**

CARRIED as amended