

4. ISLAND PARK, KIRKWOOD AND CHURCHILL AREA TRANSPORTATION ASSESSMENT AND TRAFFIC CALMING PLAN

COMMITTEE RECOMMENDATIONS AS AMENDED

That Council approve the following:

1. the report, *Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan* be received;
2. no measures be approved that will divert traffic from higher level roads to lower level roads or to communities outside the study area;
3. subject to detailed design, that the Basic Traffic Calming Plan, Alternative #1, along with the proposed changes for the 417/Merivale Road/Island Park Crescent/Island Park Drive intersections as proposed by the Community Members on the Steering Committee, be used as the basis for identifying traffic calming measures within the study area on both Regional roads and for those intersections where the Region has sole or joint responsibility;
4. the concept of “Environmental Capacities” be approved as an integral component of the traffic calming plan (the plan that will be used as a basis for implementation), and that the capacities recommended in the Consultant’s report be used as a reference for establishing targets;
5. that the Region undertake three pilot projects in 1998 on Regional roads and on Regional responsibilities within the study area using the Basic Traffic Calming Plan, Alternative #1, as the basis for the traffic calming devices and placement (except where as noted below) with funds allocated from Account 912-30740:
 - a) Churchill Avenue between Whitby and Scott Street including the raised intersection at Churchill and Scott;
 - b) Kirkwood Avenue between Clare and Byron, except with only one raised intersection at Kirkwood and Iona and with the substitution of elongated fat-top speed humps the raised intersections at Clare and Byron;
 - c) on Regional responsibilities in the area bounded by the Ottawa River Parkway, Scott Street, Northwestern and Ellendale

(including that section of Island Park Drive within this area) where the Region has

sole or joint responsibility (intersection of Scott and Island Park, intersection of Scott and Lanark);

with the following changes to the Basic Traffic Calming Plan for the purposes of this pilot project, calm only the north side of the Scott/Island Park intersection using temperate measures for the intersection narrowings; substitute elongated flat-top speed humps for the raised intersections at Clearview and Island Park, Ellendale at Clearview and at Lanark; scale-down gateways at Scott and Island Park and at the Ottawa River Parkway and Island Park; re-examine the number of speed humps required on cut-through streets;

further, that the Region initiate and encourage the continued joint participation by the National Capital Commission and the City of Ottawa in these pilot traffic calming projects;

6. that the Steering Committee as comprised of staff members of the funding agencies, elected officials from the ward and community members, continue to function with a mandate to;
 - a) develop a common set of implementation principles to be used by all three funding agencies;
 - b) develop a detailed and cost-effective implementation plan for the study area, based on real costs;
 - c) develop the criteria to be used to monitor the success and effects of the measures and of the pilot projects;
 - d) to assess the success and effects of the measures implemented and to make refinements to the traffic calming plan based on that evaluation;
7. that the reports “Reaction to the Consultant’s Report by the Community Members on the Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee” and “Summary of the Comments Received Following Public Information Centre (PIC) #3 of the Island Park, Kirkwood, Churchill Traffic Calming Study” be received as addenda to the Consultant’s report;
8. the National Capital Commission (NCC) be requested to immediately proceed with the implementation of access from the Ottawa River

Parkway and Tunney's Pasture in consultation with affected communities, OC Transpo, the RMOC and the City of Ottawa;

- 9. the installation of signage ("H" and school signs) adjacent to the Royal Ottawa Hospital, Merivale Road;**
- 10. the installation of a speed hump on Merivale Road between the Queensway overpass and signal lights to reduce excessive speeds of vehicles along this section;**
- 11. the measures for recommendation 9 and 10 be implemented in consultation with the Island Park/Kirkwood/Churchill Steering Committee, the Royal Ottawa Hospital Advisory Committee and owners of commercial properties in the area;**
- 12. that a letter be sent from the Regional Chair to the Chair of the NCC recommending the pilot projects for Island Park, Kirkwood, Churchill Traffic Calming Study be implemented.**

DOCUMENTATION

1. Director, Mobility Services and Corporate Fleet Services report dated 11 Dec 97 is immediately attached.
2. Extract of Draft Minute, Transportation Committee 4 February 1998 immediately follows the Report and includes a record of the vote.
3. The following documentation is held on file with the Clerk's Department:
 - a) Community Members of the Steering Committee, Summary of the Comments received following PIC #3 of the Island Park Drive, Kirkwood, Churchill Traffic Calming Study
 - b) Reaction to the Consultant's Report by the Community Members on the Island Park Drive, Kirkwood, Churchill Traffic Calming Study Steering Committee
 - c) Presentation Before the RMOC Transportation Committee by the Community Members on the Island Park Drive, Kirkwood, Churchill Traffic Calming Study
 - d) Letters dated 11 November 1997 and 4 February 1998 from the Royal Ottawa Hospital

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. 25 09-97-0067
Your File/V/Réf.

DATE 11 December 1997

TO/DEST. Co-ordinator Transportation Committee

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

SUBJECT/OBJET **ISLAND PARK, KIRKWOOD, AND CHURCHILL AREA
TRANSPORTATION ASSESSMENT AND TRAFFIC CALMING
PLAN**

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council approve that:

1. **the report, *Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan* be received;**
2. **no measures be approved that will divert traffic from higher level roads to lower level roads or to communities outside the study area;**
3. **subject to detailed design, the Traffic Calming Plan, Alternative 1, as presented in the consultant's report be used as the basis for identifying traffic calming measures to be implemented in the study area, specifically on Churchill Avenue from Richmond Road to Scott Street and Kirkwood Avenue;**
4. **implementation priorities be confirmed in consultation with the community;**
5. **criteria for the evaluation and assessment of the effectiveness of the traffic calming measures be developed in consultation with the community, and;**
6. **consideration of any vertical measures on Regional roads be deferred until widely-accepted North American guidelines for vertical measures on arterial roadways have been published.**

BACKGROUND

During the spring of 1994, residents of the Island Park, Kirkwood and Churchill area requested assistance from the City of Ottawa, the Regional Municipality of Ottawa-Carleton (RMOC) and the National Capital Commission (NCC) to address concerns outlined in a brief presented to the Regional Transportation Committee. The “Brief on Traffic Issues and Concerns for the West Ottawa Communities” was also presented to the City of Ottawa Community Services and Operations Committee.

Each of the three agencies (City of Ottawa, RMOC, NCC) subsequently agreed to participate in a multi-agency transportation assessment and traffic calming study and approved funding to hire a consultant for the work, subject to City of Ottawa staff taking the lead role.

A Steering Committee comprised of representatives from the community and participating agencies was formed to develop the Terms of Reference and to direct the consultant throughout the study process.

The report “Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan” contained in Document 1* presents the findings and the recommendations of the consultant with respect to the task assigned. Specifically, the consultant was directed to investigate the traffic conditions on roads within the study area and to present recommendations related to the following:

1. reduction of traffic speeds and volumes;
2. mitigation of traffic impacts associated with the Champlain Bridge; and
3. revisions to the NCC Parkway Policy and its application to Island Park Drive.

DISCUSSION

Staff Recommendation 1

The consultant’s report, Document 1, has been presented to the study Steering Committee and to the public. Staff have, from the outset, viewed this report as a response from the community to the traffic concerns within the area and the community’s solutions, as guided by the consultant, to those concerns. During the study process, various philosophies concerning the function of Regional roads and City streets within the study boundaries were put forward by the consultant and discussed at Steering Committee meetings. Some of these philosophies have resulted in recommendations which require a change in Regional and/or City policy. Staff have explained throughout the process what the implications of these recommendations would be and that staff would not necessarily be able to support them. The Steering Committee and consultant decided to pursue the changes to Regional and City policy; staff, therefore, cannot support all of the recommendations contained in the consultant’s report. Consequently, the staff recommendation is to receive the report.

Staff response to the consultant’s recommendations is attached as Annex B.

Staff Recommendation 2

The Terms of Reference outline two basic goals of the study:

1. to reduce the volume of traffic in the community to levels appropriate to adjoining land uses; and
2. to calm traffic.

While staff are willing to consider the reduction of traffic volumes and reduced travel speed in the study area, the consultant states that his proposed solution for Island Park Drive moves this traffic out of the community to roadways in adjacent communities. Staff do not agree that this is a solution and therefore recommend that no measures that relocate traffic to other communities be implemented.

In the case of this report, the communities surrounding Parkdale Avenue and Woodroffe Avenue North would have to bear the brunt of traffic diverted from Island Park Drive. As well, staff feel that traffic diverted from Island Park Drive would further compromise the mobility of an already taxed Parkdale Avenue.

Staff Recommendation 3

The consultant's report contains three alternatives as solutions to the problems ascertained by the consultant and put forth by the community. The consultant recommends "That Alternative 1 - The Basic Traffic Calming Plan, be approved for detailed design and implementation" (refer to Annex A - to be distributed by Clerk's Department).

Alternative 1 The Basic Traffic Calming Plan presents a number of traffic calming measures on many streets within the study area. The measures are designed to reduce the speed and volume of traffic on Island Park Drive and other streets impacted by Champlain Bridge related traffic. Other measures are recommended to buffer the community around Island Park Drive from traffic diverting from Island Park Drive.

The RMOC does not accept Alternative 1, in its entirety, as viable as the Plan proposes measures which, if implemented, may have the effect of diverting traffic to other roads outside the study area.

The estimate by the consultant that 25-30% of the Island Park Drive traffic will divert to streets outside the study area precludes Regional staff from recommending the Plan as a whole, even though Island Park Drive is not within the RMOC's jurisdiction.

However, subject to the deferral of vertical measures discussed below, the proposed traffic calming plan will provide for a more pedestrian friendly atmosphere on Kirkwood Avenue and Churchill Avenue by reducing the driving surface to two lanes and reducing crossing distances. By narrowing the driving surface the current "open" feeling of these roadways will be diminished, which should make drivers feel less comfortable travelling at their current speeds thereby reducing the overall speed of traffic. Transit will not be affected and there will not be a significant adverse effect on the capacity of Kirkwood Avenue or Churchill Avenue. The consultant's report states

that traffic calming measures as proposed on Churchill Avenue and Kirkwood Avenue are not expected to divert traffic. Staff agree.

Regional staff note that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed. For this and the above-noted reasons, staff recommend that subject to detailed design, the Traffic Calming Plan, Alternative 1, as presented in the consultant's report be used as the basis for identifying traffic calming measures to be implemented on Churchill Avenue and Kirkwood Avenue.

The City of Ottawa accepts Alternative 1 as the basis for identifying traffic calming measures to be implemented on City streets within the study area. The City notes that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed.

The community representatives on the study Steering Committee do not accept Alternative 1 as presented and recommend a modified Alternative 1. The recommendations proposed by the Steering Committee are contained in Document 2*.

It must be noted that the City of Ottawa has had some experience with the implementation of traffic calming devices. Their experience has been that some of the proposed roadway modifications, while intended to address residents concerns, may result in increased maintenance costs, including snow removal. If measures cannot be maintained, their effectiveness and their community support after implementation may be lost.

There are three major components which affect summer and winter maintenance operations and thus result in increased maintenance costs:

- hard surface repair;
- winter maintenance; and
- spring clean-up.

Winter curb damage is unavoidable on roadway modifications such as narrowings, mini-circles and speed humps. Also, repairing differential settlement and deterioration of the chosen hard surface within narrowings will require annual inspection and attention. Additional annual costs to maintain the hard surface roadway modifications proposed would be equivalent to the annualized costs of replacing the facilities every seven (7) years, whereas the normal life cycle of asphalt pavement is 10 years, and of concrete curbs, gutters and islands is 25 years.

With respect to winter snow and ice control, it is estimated that the narrowings and other roadway modifications will not greatly impair the speed with which a street will be plowed clear of snow or gritted with winter abrasives. However, it is estimated that to respond to winter thaws and winter rain events, staff will be required to inspect the site and respond to concerns about drainage and sight lines. In addition, experience with existing similar measures has shown that this type of additional works is required after every second storm of major accumulation (i.e. greater than 15 cm).

Throughout the winter period, grit (and other debris for that matter) will accumulate on narrowings, bull noses, etc. Each spring staff are required to remove all winter materials from these areas. Prior to sweeping the curb lane of every street in the City, staff must sweep grit and debris from the sidewalks and boulevards onto the street for the roadway sweeper. Although the sidewalks can typically be swept mechanically, due to the size and inaccessibility of traffic islands, medians and narrowings, they must be swept by hand.

Staff Recommendation 4

The consultant's report is a planning document and is conceptual in nature; further action will therefore be required prior to considering the implementation of specific elements of the plan. Such action may include but is not limited to:

- detailed design, including technical circulation, to ensure the feature is appropriate and can be physically accommodated;
- technical review including impacts on other agencies, departments and branches; and
- public hearing process as required in the Municipal Act.

Regional staff are currently working on a priority setting procedure for the new capital account Traffic Calming Measures which may include the items listed above. This will allow staff to annually prioritize various proposed traffic calming initiatives/measures from throughout the Region and present them to Transportation Committee and Council for approval for implementation.

Specific to the recommendations of this report, the community members of the Steering Committee have expressed concern (refer to Document 2* - Reaction to the Consultant's Report by the Community Members...") with the implementation schedule outlined by the consultant. Staff have no objections to confirming implementation priorities in consultation with the study Steering Committee; however, budget availability will guide implementation.

Under the current financial limitations, the City of Ottawa will only be implementing traffic calming measures when they can be incorporated into other scheduled road work (includes road and sewer or overlay projects). As noted above, the Plan is a conceptual plan and consequently, the City will be reviewing each proposed measure on a case-by-case basis.

The City will co-ordinate any projects with those undertaken by the RMOC and the NCC. The City will identify those projects which would complement the projects undertaken by those other agencies. The City will further work with those other agencies to identify any impacts from projects proposed by them on City streets within the study area.

Staff Recommendation 5

Traffic calming is relatively new to the City and the Region. It is therefore imperative that a monitoring and evaluation programme be established to determine the effectiveness of the measures implemented from both the community's perspective (quality of life) and from the

technical viewpoint (reduced speed, reduced accidents, effects on emergency response and transit service, etc). Results from this programme will guide staff in making recommendations for traffic calming measures on other Regional roads in the future.

To better evaluate the community perspective, we recommend that the criteria for the evaluation and assessment of the effectiveness of the traffic calming measures include public consultation.

Staff Recommendation 6

Regional staff are concerned with liability issues in implementing vertical traffic calming measures on high-volume roadways. Staff are not aware of any engineering manual that supports the use of such measures on arterial roadways. Until widely-accepted North American guidelines for implementation of these measures on arterial roadways have been developed, RMOC staff recommend that all vertical measures, including speed humps and raised intersections be deferred.

The recently adopted Regional Official Plan states that liability shall be considered, where accepted design standards are not met, in assessing the appropriateness of traffic calming measures on Regional or other roads.

The Transportation Association of Canada is currently working on guidelines for traffic calming devices.

CONSULTATION

The Steering Committee was established at the outset and formed the primary source for public comment throughout the study process. It was comprised of staff representatives from the three funding agencies (City of Ottawa, RMOC, NCC) as well as representatives from each of the community associations in the study area. The Regional Ward Councillor regularly attended Steering Committee meetings as well.

The community representatives of the Steering Committee have prepared a report outlining their recommendations on the consultant's report. It is included as Document 2*.

The general public was consulted through a series of four community workshops and three public meetings. The workshops were held following the first Public Information Centre. A total of 76 people turned out for the workshops.

The public information centres (PICs) were advertised in the community paper NEWSWEST. A total of 243 people attended the three public meetings. A summary of results of the PICs is provided in Annex C. Details of PICs #1 and #2 are contained in Document 1*. Details of PIC #3 are contained in Document 3*.

FINANCIAL IMPLICATIONS

For the purpose of strategic planning, the consultant has provided a general cost estimate of the proposed traffic calming devices. The estimate to implement all the proposed devices on the

Regional roads is \$546,250. It is necessary to emphasize that the cost estimates are based on a planning document and that these estimates may change considerably with detailed design.

Maintenance costs are expected to increase for roadways on which the proposed traffic calming measures are implemented.

*Approved by
Doug Brousseau*

JAF/sc

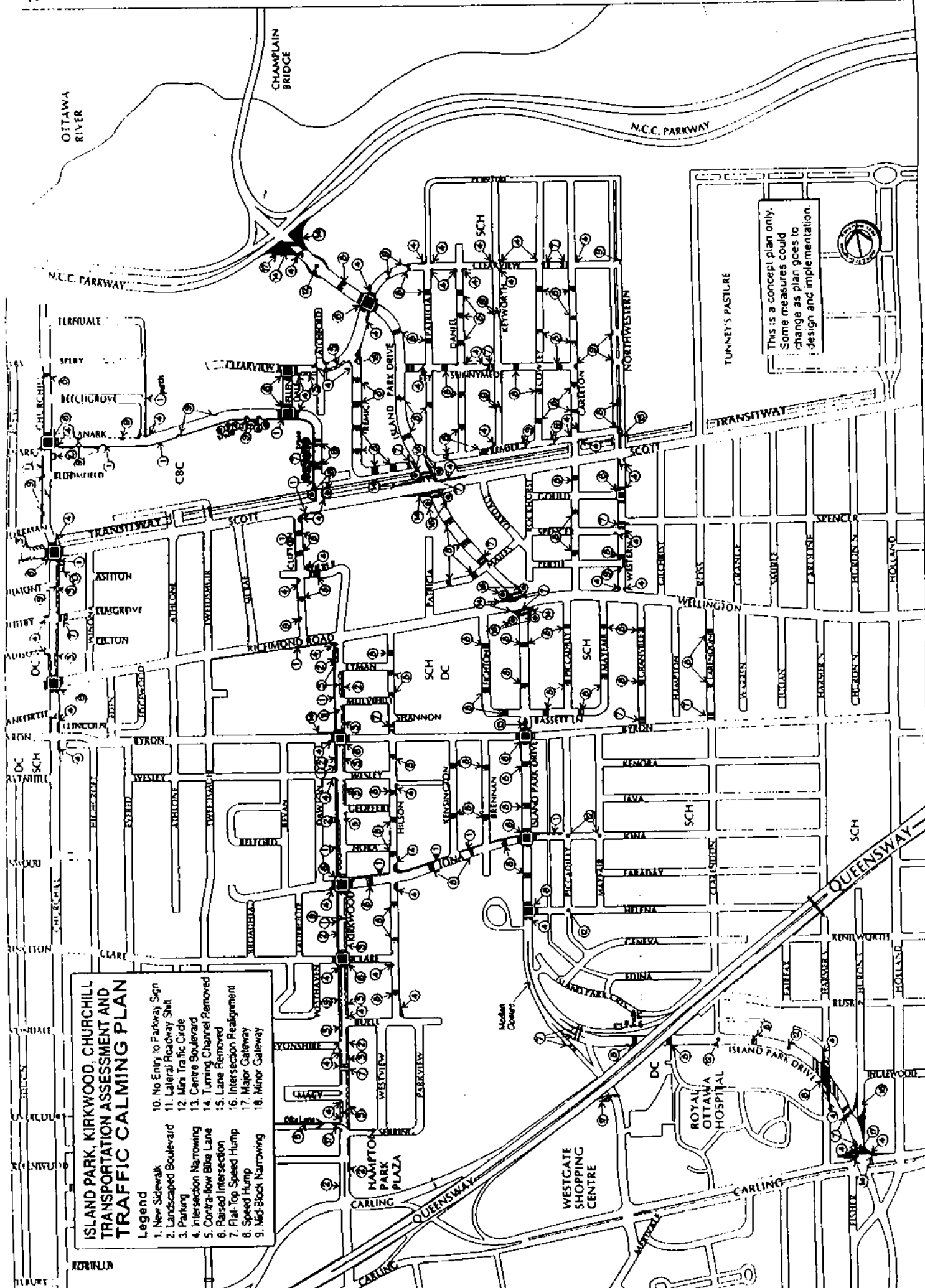
Attach. (2)

* LIST OF SUPPORTING DOCUMENTATION AVAILABLE AT CLERK'S DEPARTMENT

Document 1: Consultant's Report - "Island Park, Kirkwood, Churchill Area Transportation Assessment and Traffic Calming Plan"

Document 2: Steering Committee Report - "Reaction to the Consultant's Report by the Community Members of the Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee"

Document 3: Detailed Summary of Public Information Centre #3



- ISLAND PARK, KIRKWOOD, CHURCHILL
TRANSPORTATION ASSESSMENT AND
TRAFFIC CALMING PLAN**
- Legend**
- 1. New Sidewalk
 - 2. Landscaped Boulevard
 - 3. Parking
 - 4. Intersection Narrowing
 - 5. Contra-flow Blue Lane
 - 6. Raised Intersection
 - 7. Flat Top Speed Hump
 - 8. Speed Hump
 - 9. Mid-Block Narrowing
 - 10. No Entry to Parkway Sign
 - 11. Lateral Roadway Shift
 - 12. Mini Traffic Circle
 - 13. Centre Boulevard
 - 14. Turning Channel Removed
 - 15. Lane Removed
 - 16. Intersection Realignment
 - 17. Major Gateway
 - 18. Minor Gateway

This is a concept plan only.
Some measures could
change as plan goes to
design and implementation.



Figure 5.5: Alternative 1

ANNEX B

STAFF RESPONSE TO CONSULTANT'S RECOMMENDATIONS

The following comments on each of the consultant's recommendations contained in Document 1 are presented to outline the staff position on each point.

1. "That the Vision consisting of a set of traffic calming planning principles and street designations for the study area be approved as the foundation for the traffic calming plan."

The consultant presents a hierarchy of street designations which differs from that currently in the City of Ottawa Official Plan. Currently, streets are classified as local, collector or arterial. The consultant proposes to redesignate streets as "living purpose", "shared purpose" and "traffic purpose" streets.

While staff accept the philosophical basis for this hierarchy (slowing down traffic in residential areas), the consultant has provided no technical basis for the proposal. The proposed designations are therefore much more subjective in nature than the classification system currently in use. This makes it more difficult to rationalize and defend the designation of any given roadway.

For example, both Byron Avenue and Richmond Road are classified as "shared purpose streets", yet the designation does not allow for obvious differences between the primarily residential and primarily commercial nature of these roadways. A four-lane "main street" such as Richmond Road likely presents some special considerations with respect to the generally higher levels of use by pedestrians and transit vehicles, not to mention issues of concern to storefront retailers. Byron and Richmond are sufficiently dissimilar to warrant different classifications.

The purpose of the classification system currently in use is to establish a hierarchy of urban streets that provides for a graduation in the access to mobility function of the facility. Street systems operate most efficiently and safely if each class of street is designed to serve its intended purpose.

Page 11 of the Regional Municipality of Ottawa-Carleton (RMOC) Transportation Master Plan's supporting document Regional Traffic Calming Guidelines, says that a road's hierarchical classification may not fully reflect its function within the context of the community and surrounding road network. Also outlined are the parameters endorsed by Regional Council that will be used to determine the functional roles within the "arterial" classification. Staff will take into consideration the functional role of Regional roads when any changes to a roadway are considered.

2. "That the concept of 'environmental capacities' be approved as the cornerstone for traffic calming planning in the study area."

The consultant proposes vehicle volume guidelines in relation to the above-noted street designations. The traffic volume guidelines are based on a literature search from predominantly

European sources. They represent significant reductions from volumes currently assigned to different categories of streets in the City's Official Plan and in the RMOC Official Plan. Existing volume guidelines reflect the role which a given street plays in the overall transportation network.

While the principle of environmental capacities is a useful one, the capacities for "shared purpose streets" suggested on page 45 are simply unrealistic in the context of Regional roads, and are therefore questionable as a basis for planning. The capacities make no distinction between local collector (e.g. Byron Avenue) and arterial roadways (e.g. Richmond Road -- note that the existing peak hour two-way volumes on Richmond Road are shown as 1,270 vph on page 25, versus the suggested environmental capacity of 500 vph). This framework does not acknowledge the role of Regional roads in providing mobility, as well as access.

As pointed out on page 44 of the report, the consultant constructed a computer model to study traffic patterns in the study area. According to the model, Kirkwood Avenue carries about 500-600 vehicles per hour of traffic that is generated from the homes and businesses within the study area. The model however did not take into consideration homes and businesses to the south and west of the intersection of Kirkwood Avenue and Byron Avenue as they were not within the study boundaries. The volumes of locally generated traffic predicted by the model would surely increase above the environmental capacities proposed if the true Regional function of the roadway was included. Kirkwood is also meant to carry non-local traffic, making the environmental capacities proposed unrealistic.

3. "That Alternative 1 - The Basic Traffic Calming Plan, be approved for detailed design and implementation."

Alternative 1 - The Basic Traffic Calming Plan presents a number of traffic calming measures on many streets within the study area. The measures are designed to reduce the speed and volume of traffic on Island Park Drive and other streets impacted by Champlain Bridge related traffic. Other measures are recommended to buffer the community around Island Park Drive from traffic diverting from Island Park Drive.

City staff accept Alternative 1 as the basis for identifying traffic calming measures to be implemented on City streets within the study area. It is noted that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed.

Staff of the RMOC do not accept Alternative 1 in its entirety as the Plan proposes measures which will divert traffic to neighbourhoods outside the study boundaries. (See "Discussion, Staff Recommendation 3" in report.)

Regional staff recommend that subject to detailed design, the Traffic Calming Plan, Alternative 1, as presented in the consultant's report be used as the basis for identifying traffic calming measures to be implemented on Churchill Avenue and Kirkwood Avenue. Staff note that the Plan is conceptual and may be modified as required to address technical and operational concerns. Technical considerations will be addressed at the design stage for each traffic calming measure proposed.

The community representatives on the study Steering Committee do not accept Alternative 1 as presented and recommend a modified Alternative 1 as the basic plan. Their recommendations are contained in Document 2*.

4. “That an interim set of guidelines and standards for traffic calming measures be developed for use by the City of Ottawa, the RMOC, and the NCC, pending completion of TAC guidelines and standards.”

The City of Ottawa is currently working with a variety of guidelines and standards from various sources including the Institute of Transportation Engineers (ITE) and is testing their application on some City streets. The City staff will not develop new standards, but at such time as the Transportation Association of Canada (TAC) guidelines are available, the City will consider them.

The recently adopted Regional Official Plan states that liability shall be considered, where accepted design standards are not met, in assessing the appropriateness of traffic calming measures on Regional or other roads.

Regional staff are concerned with liability issues in implementing vertical traffic calming measures (i.e. speed humps and raised intersections) on arterial roadways. Staff are not aware of any engineering manual that supports the use of such measures on arterial roadways. Until widely-accepted North American guidelines for the implementation of these measures on arterial roadways have been developed, RMOC staff recommend that they be deferred.

5. “That the City of Ottawa, in co-operation with the RMOC and the NCC, design and implement the traffic calming measures as outlined in the Implementation Schedule of this report.”

Under the current financial limitations, the City of Ottawa will only be implementing traffic calming measures when they can be incorporated into other scheduled road work (includes road and sewer or overlay projects). As noted above, the Plan is a conceptual plan and consequently, the City will be reviewing each proposed measure on a case-by-case basis.

The City will co-ordinate any projects with those undertaken by the RMOC and the NCC. The City will identify those projects which would complement the projects undertaken by those other agencies. The City will further work with those other agencies to identify any impacts from projects proposed by them on City streets within the study area.

6. “That the RMOC, in co-operation with the City of Ottawa and the NCC, design and implement the traffic calming measures as outlined in the Implementation Schedule of this report.”

The RMOC should defer consideration of any vertical traffic calming measures on Regional roads until guidelines for the implementation of these measures on arterial roads have been developed.

Regional staff are currently working on a priority setting procedure for the new capital account Traffic Calming Measures. This will allow staff to annually prioritize various traffic calming

initiatives/measures from throughout the Region and present them to Transportation Committee and Council for approval for implementation.

Specific to the recommendations of this report, the community members of the Steering Committee have expressed concern (refer to Document 2* - Reaction to the Consultant's Report by the Community Members...) with the implementation schedule outlined by the consultant. Staff have no objections to confirming implementation priorities for Kirkwood Avenue and Churchill Avenue in consultation with the community.

7. "That the NCC, in co-operation with the City of Ottawa and the RMOC, design and implement the traffic calming measures as outlined in the Implementation Schedule of this report."

The NCC will finalize its position following decisions by the City and Regional Councils.

8. "That, at the design stage, every street and traffic calming measure be assessed to determine the potential for adding greenery."

The City and Region will be reviewing every traffic calming measure for a number of criteria and will identify opportunities for adding vegetation.

9. "That the implemented traffic calming measures be monitored for performance and impact on adjacent non-traffic calmed streets and neighbourhoods."

The City and Region monitor all projects for performance. As traffic calming measures are relatively new, they will receive particular attention to determine whether they are effective and to identify any modifications which may be necessary. A monitoring schedule will be set up for each project.

10. "That the suggestions made in this report regarding the NCC Parkway Policy be taken into consideration in the NCC's review of the 1998 Plan for Canada's Capital."

This recommendation will be addressed by the NCC.

11. "That a number of studies be initiated to examine the feasibility of:
 - i) traffic calming Parkdale Avenue and Woodroffe Avenue between the Queensway and the Ottawa River Parkway";

The City has recently completed a study on the Parkdale area which identified measures to be implemented on Parkdale Avenue. Further studies are not scheduled at this time.

- ii) "a transit link from the Ottawa River Parkway to Tunney's Pasture Transitway Station and a shuttle connecting it to a Park-and-Ride lot in the Outaouais";

This is being considered as part of the Champlain Bridge Project.

- iii) “a direct connection to the Transitway for Société de Transport de l’Outaouais buses”;

Related to (ii), use of the Transitway by STO buses has been discussed by STO and OC Transpo, and significant barriers have been identified; however, the recommendation will be referred to the appropriate agencies for consideration.

- iv) “expanding transit service in the Outaouais”;

This recommendation falls outside of the jurisdiction of any of the participating agencies. The recommendation will be referred to the appropriate agency for consideration.

- v) “commuter rail along the CP line”; and

Rail transit has been identified as a Transportation Master Plan recommendation.

- vi) “TDM measures such as education, legislation, walking and cycling, parking management, road pricing, high occupancy vehicles, ride sharing and car pooling, telecommuting and changes in land use”.

The RMOC has developed policy level guidelines on TDM measures in its new Transportation Master Plan. The identification of specific projects or programmes will be undertaken as appropriate.

ANNEX CCOMMENTS - PUBLIC INFORMATION CENTRES

Public Information Centre No. 1 was held on 30 January 1996. One hundred and one (101) persons signed the attendance sheet. Of those, 45 signed up for the community workshops which were to follow.

Public Information Centre No. 2 was held on 18 June 1996. Ninety-two (92) people signed the attendance sheet and 64 filled out an evaluation form.

Public Information Centre No. 3 was held on 15 April 1997. Fifty (50) people signed the attendance sheet. Following the meeting, 75 comment sheets were received by the consultant.

Comments were made regarding the following issues:

- general pedestrian safety in the Churchill area
- concern over traffic calming in general. "I think that it is extremely important that when this study decides on how to calm this specified area, it is not creating problems on streets beyond their boundaries"
- do not agree with the problem at Spencer Street as a cut-through between Carling Avenue and Scott Street
- do not agree with the problem at Byron Avenue and Granville Street
- concern that plan may be too costly and will have to be scaled down
- if any measures are deleted, this should be done carefully to maintain the integrity of the plan as a whole (avoid unwanted diversions)
- want sidewalk and speed reducing traffic calming measures on Kirkwood Avenue immediately; gateway designs can wait
- almost universal support for reduced speed
- concerned about possibility of diverting traffic from Island Park Drive
- should address the possibility of Byron Avenue becoming a short-cut when traffic calming measures are implemented on adjoining streets

Residents outside the area also attended the second public meeting and provided comments both in support of and opposed to the proposed plan. Comments were also received relating to the implementation priorities for the proposed plan.

- largest number of non-Island Park Drive residents preferred traffic metering
- the second preference expressed by non-Island Park Drive residents was for Alternative 1 - the Basic Plan
- closing Island Park Drive not considered a viable option by non-Island Park Drive residents
- Island Park Drive residents preferred the plan presented by the community representatives of the Steering Committee
- closing Island Park Drive was considered a viable option by Island Park residents

There was no real consensus about which measures should be implemented first. With respect to which plan to implement, the majority of people completing comment sheets preferred the community-modified plan. The one point on which most people did agree was that the agencies should do whatever it takes to reduce the speeds and volumes in their neighbourhoods as quickly as possible.

SUMMARY OF COMMENTS RECEIVED DURING PUBLIC CONSULTATION

General Concerns

- pedestrian safety issues
- bicyclist safety issues
- traffic volume issues
- traffic speed issues
- non-neighbourhood traffic issues
- traffic calming measures in study area should not cause problems for neighbouring communities
- support for proposed street designations (i.e. living purpose, shared-use purpose, traffic purpose)
- concern that the plan may not be implemented (lack of funding, lack of will on the part of the NCC)

Specific Concerns

- intersection safety at Churchill Avenue and Scott Street
- intersection safety at Churchill Avenue and Lanark Avenue
- intersection safety at Churchill Avenue and Richmond Road
- intersection safety at Churchill Avenue and Ottawa River Parkway
- volume of non-neighbourhood traffic on Churchill Avenue
- traffic volume and speed on Churchill Avenue
- speed on Lanark Avenue
- pedestrian safety at intersections along Lanark Avenue
- volume of non-neighbourhood traffic on Lanark Avenue
- volume of traffic on Island Park Drive
- speed of traffic on Island Park Drive
- intersection safety at Island Park Drive exit off the Queensway and Merivale Road
- intersection safety at Island Park Drive and Byron Avenue
- intersection safety at Island Park Drive and Clearview Avenue
- pedestrian safety along Island Park Drive
- volume of truck traffic on Island Park Drive
- volume of non-neighbourhood traffic on Island Park Drive
- access to Ottawa River Parkway
- traffic volume and speed on Kirkwood Avenue
- pedestrian/bicycle intersection safety at Kirkwood Avenue and Clare Street
- pedestrian/bicycle intersection safety at Kirkwood Avenue and Iona Street
- pedestrian/bicycle intersection safety on Kirkwood Avenue south of Iona Street

- general pedestrian safety concerns on Kirkwood Avenue
- volume of truck traffic on Kirkwood Avenue
- volume of non-neighbourhood traffic on Clearview Avenue
- there should be more bicycle access
- unsafe for cyclists to go east/west other than on Byron Avenue
- need bicycle access to the Ottawa River Parkway
- need to improve cycling facilities on Churchill Avenue/Scott Street/Richmond Road
- concerns over in-line skating safety
- do not open Churchill Street North to Ottawa River Parkway

4. ISLAND PARK, KIRKWOOD AND CHURCHILL AREA TRANSPORTATION ASSESSMENT AND TRAFFIC CALMING PLAN

- Director, Mobility Services and Corporate Fleet Services report dated 11 Dec 97

John Fraser, Operational Studies Engineer indicated that some of the innovations put forward were contrary to Regional policy and therefore cannot be endorsed by staff. He pointed out a typographical error in the 4th paragraph on page 31 of the report which should read "...a modified Alternative 2..."

Mr. Fraser explained that what precipitated this study was the problems perceived by the community with traffic coming from the Champlain Bridge and ultimately flowing down Island Park Drive. The study attempted to mitigate measures of that impact and to protect surrounding streets. The issues identified by the local community included the need to review current policies, especially Island Park Drive as an interprovincial link, heavy volumes of traffic/cut-through traffic, the need for traffic calming to reduce speeds/traffic impacts and the potential modifications to the Champlain Bridge. In addition, there was the issue of safety, leadership in a multi-jurisdictional environment, commercial traffic on non-commercial roads (specifically Island Park Drive), the need to explore alternate transportation and traffic demand management, quality of life, pollution, noise and vibration. The goals of the study were to reduce the volume of traffic to levels appropriate to adjoining land uses and to calm the traffic. Following a brief overview of staff's response to the Consultant's report, as detailed in Annex B, he advised that the Consultant believes some of the advantages of these traffic calming measures include:

- reduces the volume of non-neighbourhood traffic;
- reduces, diverts and calms traffic flows on Island Park, Kirkwood and Churchill;
- improves the quality of life of residents in the area;
- reduces speeds of motor vehicles;
- enhances residential character;
- improves pedestrian and cyclist travel, as they are able to share the road more equitably;
- reduces negative impacts of motor vehicles and promotes increased use of transit by providing a better walking environment to and from bus stops and transit stations.

The disadvantages outlined by the Consultant include:

- does not reduce the volumes on Island Park Drive to the level of the environmental capacities, and does not improve the quality of life that is associated with those;
- restricts access to Island Park Crescent to right-in/right-out;
- U-turn problems will likely shift to the intersections of Island Park Drive and Helena/Iona or private driveways;
- diverted traffic from Island Park Drive will have significant impact on Woodroffe and Parkdale which will be difficult to mitigate.

He concluded by stating the primary focus of traffic calming was for Island Park Drive and the traffic calming measures in the areas surrounding that street were an attempt to keep the 25%-30% of the traffic that would be diverted from Island Park Drive from infiltrating that community. Staff do not accept the diversion of traffic to Parkdale and Woodroffe because traffic calming measures in one area should not impact neighbouring communities.

Doug Brousseau, Director of Mobility Services summarized that some of the critical issues to be considered are the environmental capacity and the potential to deviate traffic to other communities. He confirmed that staff are willing to look at the suggestions brought forward by the Consultant for Regional roads, with the exception of vertical measures.

At the request of Councillor Davis, Arto Keklikian from the National Capital Commission (NCC), spoke briefly to the Committee and explained the Commission will consider the report following decisions taken by both Regional and Ottawa City Council. It was not their intention to bring forward a joint report in response to the recommendations. D. Brousseau clarified it is a joint report in terms of the City of Ottawa and the Region.

Councillor Davis proposed the following Motion:

That Departmental recommendations 2, 3, 4, 5 and 6 be deleted and replaced by the following:

2. subject to detailed design, that the Basic Traffic Calming Plan, Alternative #1, along with the proposed changes for the 417/Merivale Road/Island Park Crescent/Island Park Drive intersections as proposed by the Community Members on the Steering Committee, be used as the basis for identifying traffic calming measures within the study area on both Regional roads and for those intersections where the Region has sole or joint responsibility;
3. the concept of “Environmental Capacities” as identified in the Consultant’s Report be approved as an integral component of the traffic calming plan (the plan that will be used as a basis for implementation), and that the capacities recommended in the Consultant’s report be used as a basis for establishing targets;
4. that the Region undertake three pilot projects in 1998 on Regional roads and on Regional responsibilities within the study area using the Basic Traffic Calming Plan, Alternative #1, as the basis for the traffic calming devices and placement (except where as noted below) with funds allocated from Account 912-30740:
 - a) Churchill Avenue between Whitby and Scott Street including the raised intersection at Churchill and Scott;
 - b) Kirkwood Avenue between Clare and Byron, except with only one raised intersection at Kirkwood and Iona and with the substitution of elongated fat-top speed humps the raised intersections at Clare and Byron;
 - c) on Regional responsibilities in the area bounded by the Ottawa River Parkway, Scott Street, Northwestern and Ellendale (including that section of Island Park Drive within this area) where the Region has sole or joint responsibility (intersection of Scott and Island Park, intersection of Scott and Lanark);

with the following changes to the Basic Traffic Calming Plan for the purposes of this pilot project, calm only the north side of the Scott/Island Park intersection using temperate measures for the intersection narrowings; substitute elongated flat-top speed humps for the raised intersections at Clearview and Island Park, Ellendale at Clearview and at Lanark; scale-down gateways at Scott and

Island Park and at the Ottawa River Parkway and Island Park; re-examine the number of speed humps required on cut-through streets;

further, that the Region initiate and encourage the continued joint participation by the National Capital Commission and the City of Ottawa in these pilot traffic calming projects;

5. that the Steering Committee as comprised of staff members of the funding agencies, elected officials from the ward and community members, continue to function with a mandate to;
 - a) develop a common set of implementation principles to be used by all three funding agencies;
 - b) develop a detailed and cost-effective implementation plan for the study area, based on real costs;
 - c) develop the criteria to be used to monitor the success and effects of the measures and of the pilot projects;
 - d) to assess the success and effects of the measures implemented and to make refinements to the traffic calming plan based on that evaluation;

6. that the reports "Reaction to the Consultant's Report by the Community Members on the Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee" and "Summary of the Comments Received Following Public Information Centre (PIC) #3 of the Island Park, Kirkwood, Churchill Traffic Calming Study" be received as addenda to the Consultant's report.

She also proposed two additional Motions as follows:

7. the National Capital Commission (NCC) be requested to immediately proceed with the implementation of access from the Ottawa River Parkway and Tunney's Pasture in consultation with affected communities, OC Transpo, the RMOC and the City of Ottawa; and,

8. That the Transportation Committee recommend Council approve the installation of signage ("H" and school signs) adjacent to the Royal Ottawa Hospital, Merivale Road.

Councillor Byrne could not support Motion 3 because of the impact to Woodroffe Avenue and her community by those diverted vehicles. She also believed the concept of “environmental capacities” completely undermines staff Recommendation 2 which is to ensure no measures be approved that will divert traffic to another area. J. Fraser indicated the plan being proposed does not necessarily achieve the environmental capacities the Consultant is recommending. The councillor indicated she had no difficulty with the concept of environmental capacities, but was concerned about the practicality of implementing it because the wards the traffic will be diverted to will want to implement the same and eventually the traffic just goes further and further out. She did not want the additional traffic to be added to the already existing traffic problems in her ward.

Councillor Legendre indicated he would have liked to have the Consultant present his report to the committee and then receive staff’s response. He hoped staff would sort out what the differences are and focus on the recommendations where there is no agreement. D. Brousseau indicated staff did not recommend vertical traffic calming measures because of heavy use of Regional roads i.e. trucks and buses.

Ian Rawes, Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee stated the crux of the matter is the concept of environmental capacities and the issue of diversion of traffic. He indicated that the concept of environmental capacities is that above a certain volume of vehicles, the neighbourhood starts to break down and the Consultant created “environmental capacities” to propose appropriate volumes of traffic on certain kinds of streets. He explained that there are some Regional roads by design and some by default and equal consideration must be given to a resident on a Regional road as well as for the function of that road. He maintained that achieving environmental capacities achieves a balance between the ability to move traffic to the viability of the community. In addition, Mr. Rawes indicated the Steering Committee never preferred an option whereby traffic is diverted to another community, although they did not believe there will be that much diversion as a result of traffic calming measures put in place. He referred to the recommendations of the community members on the Steering Committee put forward by Councillor Davis, and also their response to the staff recommendations as detailed in his written presentation

Councillor Byrne maintained that her concern is the diversion of traffic into her area or others and believed the best traffic calming measure would be to encourage people to use other modes of travel. She realized this may take time and in the interim, the Region has to be concerned about the effect the proposed measures

will have. She proposed an amendment to staff Recommendation 2 as follows: “no measures be approved that will divert traffic from higher level roads to lower level roads or to communities outside the study area *without full consultation with affected communities.*” Mr. Rawes believed that would be a big improvement and would begin to address the issue of “boxing in” the community. He agreed more discussion has to take place with respect to what is acceptable. Councillor Byrne further proposed Motion 3 be amended to delete the words: “as identified in the Consultants’ Report” and the word “basis” be replaced with the word “reference”. Mr. Rawes indicated his support for those amendments.

Paul McCormick, Island Park Community Association indicated the issues addressed in their original report in June 1994 are still a concern for the community, but are now even worse. As the widening of the Champlain Bridge looms ever closer, predictions of more traffic come with it and they are very much concerned about the safety of residents as a result. The community wholly supports the concept of environmental capacities proposed by the Consultant and people liked the thought of setting targets that were attainable. He recognized the message by the Region and the City of Ottawa to mitigate as much as possible the impact of the widening of the Champlain Bridge and to provide meaningful ways to change driver behaviour and slow the traffic down. He recommended the traffic calming plan be used for Regional roads throughout the study area including where Island Park Drive intersects with those roads. The suggestion by the NCC to provide access to Tunney’s Pasture via the Ottawa River Parkway is difficult for the community to accept because they do not believe it will reduce traffic on Island Park Drive. In this regard, the community asks that the Region convey the concerns of its citizens to the National Capital Commission. He requested committee approval of the pilot projects being proposed and that they move head as quickly as possible in order to build on the work that has been done to date and to address concerns of residents about unacceptable levels of traffic in the whole catchment area of the Champlain Bridge.

With respect to his comment about Tunney's Pasture, Councillor Davis suggested if the NCC feel there will be a reduction in traffic, the Region should encourage them to proceed with this option. Mr. McCormick opined that if the NCC feels there will be a reduction, they should be held accountable to it.

Bill Brooks, resident, Island Park Drive noted the speed limit on this residential street is 40 km/h but traffic travels much faster (up to 80 km/h between the Queensway and Carling Avenue) and this poses a constant danger to people, in particular children, who want to cross the road. There is no impediment to traffic between Byron and Carling Avenue and he believed it is a traffic calming issue. In particular, the intersection of Merivale and Island Park Drive has the highest level of traffic accidents at a stop-controlled intersection in the Region. He recognized there has to be a balance between the needs and interests of commuters and residents, but in this situation, there is no need for motorists to be travelling as fast as they are on that street. He urged committee to do anything it can to calm the traffic on this very busy, but residential roadway.

Councillor Davis inquired as to who will be responsible for the cost of traffic calming measures should the NCC agree to them. The Commissioner advised that the City of Ottawa would be responsible for those capital costs. With respect to the concerns raised by the delegation about the intersection of Island Park Drive and Merivale Road, staff recommend it be fully signalized.

Rick Savage, Island Park Drive Community Association reiterated some of the quality of life issues raised by the previous speakers. He indicated Island Park Drive has the unique character of being a 7-day-a-week-problem rather than just during peak hours and residents get no respite from the volumes, speeds, noise, pollution and vibrations. He emphasized that Island Park Drive is not a Regional road and yet motorists tend to treat it as one. It is quite impossible to cross the road mid-block because of congestion and speeding vehicles and yet the first signalized intersection north of Carling Avenue is at Byron Avenue. Residents feel the widening of the Champlain Bridge will reduce property values and he maintained traffic must be reduced and traffic calming put in place. He would not object to a speed hump at the intersection of Island Park Drive and Helena Street, even recognizing it could cause vibrations to his property.

Brett Delmage, Citizens for Safe Cycling did not support staff Recommendation 6 as a policy and suggested the Region move ahead and try these vertical measures on Regional roads. He circulated photographs of speed humps at Algonquin College and their success, noting they do not affect movement, but just slow

motorists down. He urged the Committee not to support that recommendation and confirmed they do not have a negative impact on cyclists.

Gary Larkin, Highland Park Ratepayer's Association was encouraged to hear the Region talk about traffic calming; however, the parameters of this study concerned the communities of Highland Park, McKellar Heights and McKellar Park because they believe there will be a rippling effect from any calming traffic measures taken and they want to ensure that no off-loading occurs in those communities. He explained that between Woodroffe and Island Park there is no quick way to move north/south between Carling and Scott and that is a major concern with his community because any measures taken along Churchill, Kirkwood or Island Park should also take into consideration other pressure points west of Churchill. In this regard, one of the major areas is Broadview Avenue; this residential road is frequently used by trucks and other vehicles, but is also a bike route and is heavily used by pedestrians to and from school and bus stops. Before the Region spends any money in the other areas, it should prioritize how it will spend the money to ensure there will be a reduction through some kind of traffic calming on Regional roads that feed into their neighbourhoods, this heavy volume of traffic i.e. some responsibility has to be taken for calming that before it comes into the other communities. Residents agree everyone must work together to solve these problems, recognizing the impact of traffic calming to other communities. To continue with the traffic levels of today will only serve to decrease property values, encourage infilling and high density neighbourhoods.

While sympathetic to the concerns expressed by Mr. Larkin, Councillor Doucet suggested that if the Region does not at least start somewhere, nothing will ever get done. He suggested that for the Region to move ahead, perhaps the best way is community by community. Mr. Larkin suggested that somehow some short term pressure points can be identified in other areas and it would not take too much time or money to determine where those are.

Amy Kempster, Champlain Park Community Association supported traffic calming with the assurance there will be protection for surrounding neighbourhoods. In this regard, she agreed a pilot project in one particular area is a good idea. She recognized there is a north/south movement problem and the need for better transportation and bus service through this area. She encouraged committee to turn more to transit as a way of addressing the traffic congestion in this corridor.

Merrilee Worsfold, Hampton-Iona Community Association fully supported the recommendations of the Steering Committee and was particularly concerned about

vibrations felt in people's home due to the speed that motorists are travelling. They are particularly worried out the Champlain Bridge expansion and the resulting increase in traffic. Safety and quality of life issues are paramount to the residents of Hampton/Iona and she encouraged traffic calming on Kirkwood Avenue; the results obtained from that pilot will direct staff for further studies on other Regional roads in future.

Bonnie Campbell, Westboro Beach Community Association supported the Motion before committee noting her community has been wanting traffic calming for a long time. She made specific reference to a safety concern at the intersection of Churchill and Scott which is controlled by a four-way stop sign, but which experiences quite a number of accidents at this location. She explained this area has a high concentration of public housing and there is also a centre for the physically challenged nearby so these residents find it extremely difficult and hazardous to cross at this intersection. She preferred something is done to remedy that situation sooner rather than later and was very pleased with the work of the Consultant and she supported the concept of environmental capacities.

Larry McKeown reiterated the comments he made during the committee's consideration of the Parkdale Area Transportation Study. He supported staff Recommendation 2, stating a problem in one area should not be solved at the expense of a neighbouring community.

Edward Brado, Westboro Community Association supported the Motion before committee, adding it is important to begin the process even in this time of economic restraint and limited information. He indicated that traffic calming addresses both velocity and volume and is not a matter of diverting traffic from one community to another, but to reduce the traffic overall.

Mary Hegan, Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee indicated that traffic calming is a behaviour change that numbers do not capture. She reiterated the community's request for three pilot projects to address pedestrian safety and traffic calming, noting there will be more traffic coming across the Champlain Bridge when it is widened and the community should have traffic calming in place so motorists will respect their communities and drive slower. She believed these projects provide a balanced approach, and the community is sensitive to not diverting traffic to other communities. She concluded by stating traffic calming is "a new mind-set" that must be supported and the Steering Committee is committed to working closely in consultation with detailed design work.

As there was no change proposed for staff Recommendation 1, the committee considered it as follows:

That the Transportation Committee recommend Council approve that:

- 1. the report, *Island Park, Kirkwood and Churchill Area Transportation Assessment and Traffic Calming Plan* be received;**

RECEIVED

In considering Councillor Byrne's amendment made previously to staff Recommendation 2, Councillor Cantin stated that like Island Park Drive, the streets that may have to be calmed as a result of traffic calming on Regional roads and which are the responsibility of the City of Ottawa, may not be supported for financial or other reasons. Councillor Byrne explained the purpose of her amendment is that traffic calming measures not be approved without full consultation and through that process, if it is determined there will be impacts which cannot be solved by the City, the Region then has the option of not approving that measure. The Committee Chair indicated the difficulty is dealing with traffic calming as a policy matter on a Region-wide basis verses established policies at the local level.

The Committee Chair suggested the committee delete staff Recommendation 2 because it is already part of the Region's policy. Councillor Cantin stated that staff do not approve measures that divert traffic to lower level roads. He continued by stating the recommendation in the report is their response to the Consultant's report and therefore should remain. D. Brousseau indicated it is the opinion of staff and the Consultant, that traffic calming measures proposed for Regional roads will not divert traffic. However, the Consultant's report states that if the whole plan is implemented, there will be diversion, staff were not convinced of this fact.

Councillor Davis stated that the original reason she moved to strike Recommendation 2 is because it is Regional policy but more importantly, if only three pilot projects are undertaken, there will be no diversion, which is what staff have confirmed. Councillor Byrne questioned that if committee approves Recommendation 2, without her amendment, it is simply reiterating the Regional Official Plan. The Committee Chair confirmed this was essentially what it would do and the councillor withdrew her amendment.

In considering the proposal to delete staff Recommendations 2-6 and replace with her Motion, Councillor Davis explained that her community has been overwhelmingly supportive of looking at the pilot projects and the recommendations by staff is something that is imposed by existing Regional policies and therefore they cannot agree to the implementation of vertical measures. By deleting the staff recommendations, it lets the committee start fresh and listen to what communities have to say. She believed the pilot projects are within set budgets and will preserve the integrity of the study. She emphasized the community's acceptance and support for establishing "environmental capacities" and she believed the Region should start looking at this concept as a policy towards what is a liveable community and what is an acceptable level of traffic in those communities. The proposal for raised intersections will make pedestrians more visible and will allow the Region to monitor them in an effort to determine whether there are associated problems with vibration, noise, emergency vehicles, snow maintenance, et cetera and to confirm whether these measures actually work. The councillor further noted the NCC's position on this issue allows the Region to take leadership.

Councillor Davis indicated that her additional Motion 7 was intended to attract more users to transit rather than just using the access as a cut-through to the community. Further, Motion 8 was in response to a concern expressed to her by the Royal Ottawa Hospital and their request is outlined in a letter dated 11 November 1997.

Councillor Legendre made reference to one of the pilot projects involving an elongated flat-top speed hump at Clearview and Island Park Drive and questioned how the Region can propose this since the NCC owns Island Park Drive. Councillor Davis explained that it appears the NCC is giving the Region an opportunity to take the lead to implement some of these changes. Councillor Legendre therefore concluded that if the Motion is approved, the Region would have to let the NCC know what its intentions are and see if they are in agreement. D. Brousseau suggested that a letter could be sent from the Transportation

Committee to the NCC outlining its intentions. Staff believe the NCC will accede to whatever the City and the Region are in agreement with.

Robert Orchin, Manager, Transportation Services, City of Ottawa indicated the agreement the NCC has with the City is that the latter will pay for all maintenance costs related to Island Park Drive. If there are any changes on that roadway, there would be some negotiation between the two bodies as to maintenance dollars, but he believed the NCC should be responsible for assuming capital costs.

Councillor Legendre made reference to raised pavement and intersections and speed humps and questioned whether this can be a liability issue. He believed residents who live within the “vibration” distance of those facilities, should acknowledge and understand that these measures are experimental in nature and their property may be impacted. While appreciating the advice, D. Brousseau indicated it is not known what those humps will do on a Regional road with trucks and buses going over them. The councillor stated this is likely to happen and residents will have to recognize and accept it. Councillor Cantin agreed, adding there is a difference between cars and heavy vehicles travelling over a speed hump. He did not believe the Region should discount the liability involved by installing speed humps on truck and bus routes; he felt it is being very irresponsible and should be a local improvement service whereby residents accept the responsibility for the cost and there should be some acceptance that the homeowner will not pursue libel action resulting from damage to their home as a result.

The Committee considered staff Recommendation 2 as follows:

That Transportation Committee recommend Council approve that:

- 2. no measures be approved that will divert traffic from higher level roads to lower level roads or to communities outside the study area;**

CARRIED

Councillor Davis’ Motion was therefore amended to “Departmental recommendations 3-6 be deleted and...”.

In consideration of Councillor Byrne’s amendment to delete the words “as identified in the Consultant’s Report” and to replace the word “basis” with “reference”, Councillor Kreling recognized that many of the delegations spoke highly in favour of environmental capacities. However, he could not accept the

way the Motion is written nor the amendment because there is no comparison or reference for such concepts in the TMP or the Regional Official Plan. He indicated the environmental capacities established by the Consultant are totally unattainable and could not arbitrarily support something that is there just to make people feel good, even though the target is not achievable. He further emphasized the committee has had no previous discussion on this concept.

Moved by W. Byrne

That the words “as identified in the Consultants’ Report” be deleted from replacement Recommendation 3.

CARRIED

YEAS: W. Byrne, R. Cantin, L. Davis, C. Doucet, D. Holmes,
J. Legendre....6
NAYS: H. Kreling....1

Moved by W. Byrne

That the word “basis” be replaced with the word “reference” in replacement Recommendation 3.

CARRIED

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes, J. Legendre....5
NAYS: R. Cantin, H. Kreling....2

Moved by L. Davis

That Departmental Recommendations 3 (as amended), 4, 5 and 6 be deleted and replaced by the following:

3. subject to detailed design, that the Basic Traffic Calming Plan, Alternative #1, along with the proposed changes for the 417/Merivale Road/Island Park Crescent/Island Park Drive intersections as proposed by the Community Members on the Steering Committee, be used as the basis for identifying traffic calming measures within the study area on both Regional roads and for those intersections where the Region has sole or joint responsibility;
4. the concept of “Environmental Capacities” be approved as an integral component of the traffic calming plan (the plan that will be used as a basis for implementation), and that the capacities recommended in the Consultant’s report be used as a reference for establishing targets;
5. that the Region undertake three pilot projects in 1998 on Regional roads and on Regional responsibilities within the study area using the Basic Traffic Calming Plan, Alternative #1, as the basis for the traffic calming devices and placement (except where as noted below) with funds allocated from Account 912-30740:

 - a) Churchill Avenue between Whitby and Scott Street including the raised intersection at Churchill and Scott;
 - b) Kirkwood Avenue between Clare and Byron, except with only one raised intersection at Kirkwood and Iona and with the substitution of elongated fat-top speed humps the raised intersections at Clare and Byron;
 - c) on Regional responsibilities in the area bounded by the Ottawa River Parkway, Scott Street, Northwestern and Ellendale (including that section of Island Park Drive within this area) where the Region has sole or joint responsibility (intersection of Scott and Island Park, intersection of Scott and Lanark);

With the following changes to the Basic Traffic Calming Plan for the purposes of this pilot project, calm only the north side of the Scott/Island Park intersection using temperate measures for the intersection narrowings; substitute elongated flat-top speed humps for the raised intersections at Clearview and Island Park, Ellendale at Clearview and at Lanark; scale-down gateways at Scott and Island Park and at the Ottawa River

Parkway and Island Park; re-examine the number of speed humps required on cut-through streets;

further, that the Region initiate and encourage the continued joint participation by the National Capital Commission and the City of Ottawa in these pilot traffic calming projects;

- 6. that the Steering Committee as comprised of staff members of the funding agencies, elected officials from the ward and community members, continue to function with a mandate to;**
 - a) develop a common set of implementation principles to be used by all three funding agencies;**
 - b) develop a detailed and cost-effective implementation plan for the study area, based on real costs;**
 - c) develop the criteria to be used to monitor the success and effects of the measures and of the pilot projects;**
 - d) to assess the success and effects of the measures implemented and to make refinements to the traffic calming plan based on that evaluation;**

- 7. that the reports “Reaction to the Consultant’s Report by the Community Members on the Island Park, Kirkwood, Churchill Traffic Calming Study Steering Committee” and “Summary of the Comments Received Following Public Information Centre (PIC) #3 of the Island Park, Kirkwood, Churchill Traffic Calming Study” be received as addenda to the Consultant’s report;**

- 8. the National Capital Commission (NCC) be requested to immediately proceed with the implementation of access from the Ottawa River Parkway and Tunney's Pasture in consultation with affected communities, OC Transpo, the RMOC and the City of Ottawa.**

CARRIED

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes, J. Legendre....5
NAYS: R. Cantin, H. Kreling....2

Moved by D. Holmes

- That a letter be sent from the Regional Chair to the Chair of the NCC recommending the pilot projects for Island Park, Kirkwood, Churchill Traffic Calming Study be implemented.**

CARRIED
(R. Cantin dissented)

Moved by L. Davis

- That the Transportation Committee recommend Council approve the installation of signage ("H" and school signs) adjacent to the Royal Ottawa Hospital, Merivale Road.**

CARRIED

YEAS: W. Byrne, L. Davis, C. Doucet, D. Holmes, J. Legendre....5
NAYS: R. Cantin, H. Kreling....2

Moved by L. Davis

- That the Transportation Committee recommend Council approve the installation of a speed hump on Merivale Road between the Queensway overpass and signal lights to reduce excessive speeds of vehicles along this section.**

CARRIED

Extract of Draft Minute
Transportation Committee
4 February 1998

17

Moved by L. Davis

That the Transportation Committee recommend Council approve that these measures will be implemented in consultation with the Island Park/Kirkwood/ Churchill Steering Committee, the Royal Ottawa Hospital Advisory Committee and owners of commercial properties in the area.

CARRIED