

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

2 JULY 1997

1:30 P.M.

PRESENT

Chair: R. Cantin

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

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 18 June 1997.

CARRIED

REGULAR ITEMS

1. DRAFT TERMS OF REFERENCE - EXTENDED TRAFFIC IMPACT STUDY
AIRPORT PARKWAY MODIFICATIONS

- Planning & Development Approvals Commissioner report dated 20 Jun 97

Councillor Holmes requested clarification on bullet 4 under the objectives of the extended study which speaks to an assessment of the implications for the timing and suitability of recommendations made in the context of the Centretown and Old Ottawa South traffic studies. Bob Ridley, MaxGroup Traffic Consultants, indicated there were studies recently completed in both those areas which made a number of recommendations for traffic calming measures and the intent was to make sure whatever came out of this study was integrated with those in order to present a cohesive package for change.

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented on 9 July 1997 in Transportation Committee Reports 58.

The councillor wondered if the Hunt Club Road connection between Highways 416 and 417 would be completed in the medium or long-term and staff believed it would be the long-term as it is not envisaged to extend Hunt Club Road to Highway 417 until well beyond the 10-year horizon. The Environment and Transportation Commissioner stated Hawthorne and Walkley would serve in that capacity, adding the Ministry has indicated an interchange would not be built there until such time as the Walkley Road interchange became congested.

Moved by D. Holmes

That Transport 2000 be added to the Steering Committee.

CARRIED

Moved by D. Holmes

That the Near Term of the Study Horizon be amended by the addition of the assumption that Hunt Club Road is connected from Highway 416 to Highway 417 by way of Hawthorne and Walkley.

CARRIED

Moved by D. Holmes

That the Medium Term of the Study Horizon be amended by the addition of the assessment of a pilot project of light rail in this transportation corridor.

CARRIED

Moved by D. Holmes

That the objectives of the extended study be amended by the addition of the following bullet:

To assess the joint funding of traffic calming measures for local streets abutting major roadways affected by the traffic redistribution and/or traffic increase.

CARRIED

Moved by J. Legendre

That the communities of Riverside Park and Hunt Club be included in the Steering Committee.

CARRIED

That Transportation Committee recommend Council approve the Draft Terms of Reference for the extended Traffic Impact Study of the proposed Airport Parkway Modifications attached as Annex A.

CARRIED as amended

2. **DECLARATION OF VELVETLEAF - NOXIOUS WEED LIST**

- Environment & Transportation Commissioner report dated 12 Jun 97

Councillor Legendre understood the term “noxious” to mean “harmful to health” and questioned whether in fact this plant is noxious. Bill Beveridge, Director of Infrastructure Maintenance, advised that velvetleaf has been declared a noxious weed in 34 counties in the province of Ontario, including Stormont-Dundas-Glengarry, Prescott-Russell and Lanark which surround the RMOC. He explained its declaration as a noxious weed is a result of its impact on cash crops. The councillor was concerned about the use of a category in which this does not fall and wondered if some other method might be available to control the problem. The Environment and Transportation Commissioner acknowledged the wording is not the most descriptive, but stated this is the tool the province has used to protect cash crops. The Solicitor indicated that the Weed Control Act does not contain a definition of the word “noxious”; however, it states that a weed is noxious if so declared by the province or by a Municipality.

Mr. Beveridge indicated there are 23 different weeds that have been declared noxious and of those, approximately five could be considered hazardous. He agreed to provide councillors with the following information before the item rises to Council:

- 1) The definition of a noxious weed as it applies under the Weed Control Act.
- 2) The current list of plants on the province’s list.
- 3) Information on why each plant has been added to the list.

That the Transportation Committee recommend Council pass a by-law designating Velvetleaf (*Abutilon theophrasti* Medic.) as a noxious weed.

CARRIED
(J. Legendre dissented)

ROAD OPENING

3. OPENING OF BELCOURT BLVD. AT JEANNE D'ARC BLVD.

- Director, Mobility Services & Corporate Fleet Services report dated 13 Jun 97

The Director of Mobility Services and Corporate Fleet Services indicated this matter is before committee at the request of the City of Gloucester and requires the Region's approval before a local roadway can connect to a Regional road. Staff are of the opinion that the proposed design is safe and the question of whether or not the road can be opened is irrelevant because it is merely a formality under the RMOC Act.

By way of background, Ron Jack from Delcan, indicated this issue arose several years ago when the municipality realized there were problems of traffic and speeding on many streets in this area; volumes were well-above the standard set by the municipality (4000 vehicles/day) for residential collector streets and were not in keeping with the character of the adjacent streets. The city appointed Delcan to undertake a study that identified steps to be taken incrementally and monitored after implementation to determine their effectiveness. Using an overhead of the area, Mr. Jack explained how the majority of the community used the connection of Belcourt from Beauséjour to get to the shopping centre and commercial strip on St. Joseph Boulevard and consequently, volumes were unacceptably high, particularly during the weekend. It was recommended that east-west through movement at the intersection of Beauséjour and Jeanne d'Arc be prohibited at specific times of the days, stop signs be established along Beauséjour, Belcourt and Sunview and speed humps be implemented. Delcan also suggested a future option of a right-in/right-out at Belcourt from Jeanne d'Arc.

Further, the City took an additional step to alleviate traffic using Belcourt, Beauséjour and other area streets to access the facilities on Carriere Street, by extending that street to Orléans Boulevard and this measure was successful in reducing volumes and speed on Belcourt and Beauséjour. Consequently, it was thought the restrictions at Beauséjour and Jeanne d'Arc could be relaxed, and this recommendation was approved by Gloucester in March 1997. At the same time, council asked the Region to investigate the option of opening Belcourt to right-in/right-out movements as a further measure of increasing the mobility in this area and to help reduce traffic on Beauséjour and Belcourt (400 vehicles/day decrease from Beauséjour and 200-400 vehicles/day increase on that section of Belcourt).

Councillor Meilleur was concerned that opening Belcourt would create the same situation to occur which forced the municipality to close it originally. She questioned whether all the other measures put in place would prevent that from occurring and Mr. Jack indicated turning movements from Jeanne d'Arc to Belcourt would be the same volume currently turning from Jeanne d'Arc onto Beauséjour (approximately 500 cars/day). He agreed that other than local residents will use the right-turn and acknowledged there is a risk that opening up Belcourt will attract other traffic; however, the traffic is already in the local

system and will be approximately the same amount of traffic entering the community, but from another access point.

Councillor Meilleur questioned whether traffic calming measures on Belcourt would discourage through-traffic and Dale Philpotts, Director of Engineering, City of Gloucester indicated that at this time, there are other measures that could be implemented on Belcourt although that has not been addressed by the municipality. Mr. Jack interjected that the key is to balance the volumes on all the residential streets and the municipality has the opportunity to use traffic calming measures to ensure the roads are not being used inappropriately.

Councillor Legendre made note of the fact the volumes at the northern end of Belcourt are attributed to through-traffic making its way to the commercial strip on St. Joseph Boulevard, as well as all the local traffic within that community. He surmised, therefore, that opening Belcourt would make it more convenient for motorists to get to St. Joseph, rather than using Beauséjour. Mr. Jack agreed that assumption would be correct for traffic coming from Jeanne d'Arc.

When questioned why Gloucester decided to re-open Belcourt, Mr. Philpotts advised it began many years ago with the initial concerns about traffic turning on Beauséjour and the municipality looked at several ways to get that traffic back onto the Regional road. If Belcourt is re-opened it will be especially difficult for those residents immediately south of Jeanne d'Arc, but this was seen as a compromise in terms of taking some of the traffic from the other streets where the volumes are very high and Gloucester feels this solution is modest in terms of improving the mobility. Councillor Beamish questioned whether opening Belcourt will help reduce the approximate 3200 vehicles/day currently on Sunview and Mr. Philpotts indicated it was difficult to predict whether traffic volumes on Sunview will change; traffic calming measures could be implemented i.e. street narrowing and speed humps and if traffic volumes exceed the City's expectations, Gloucester staff will look at those options.

Suhip Das a resident of Belcourt Boulevard, spoke on behalf of his neighbours who will be directly affected by the opening of the road. Initially, he was concerned how Gloucester council handled the recommendation to the Region for a right-in/-right-out at Belcourt because the item was never part of the agenda, but was instead raised and voted on as a Motion during a council meeting in March. He made reference to the agreement between the City and the developer that Belcourt remain closed and believed that if it is opened, it would be in direct violation of that agreement. He questioned how the local council could have accepted the Delcan study which stated there was no need to open Belcourt and at the same time, pass a resolution to the contrary. Mr. Das indicated that the original reason for putting in the restrictions at Beauséjour Drive and Jeanne d'Arc Boulevard was because of heavy traffic flow; since Gloucester council now claims that traffic has been calmed to such an extent that the prohibitions are no longer needed, he questioned where the rationale is for re-opening Belcourt. In closing, Mr. Das noted that the traffic volume

on Sunview in 1996 was approximately 3200 vehicles/day while on Belcourt, north of Carriere it is estimated at 5600 vehicles/day.

In response to a question posed by Councillor Meilleur, Mr. Philpotts confirmed the issue of re-opening Belcourt was not on the agenda of Gloucester council when the traffic considerations for the area were considered and that it was indeed raised as a Motion at that time.

Louis Chiasson a resident of Toulouse Crescent, indicated that when he and his family moved to this street, it was suggested that Belcourt would remain closed and this was an important consideration when they were deciding which neighbourhood to move into. If the road is re-opened, he was very concerned there will be a fairly significant increase in traffic, which poses a safety risk for all residents in the community. He agreed that speed humps might discourage excessive speeds and suggested traffic calming measures were required now, even with the street closed, but he emphasized that opening Belcourt will bring in more traffic.

Barry Borthwick a resident on Sunview indicated that when Gloucester decided to close Belcourt, he believed they only considered one fact as an important issue and that was the agreement between the contractor and the municipality to close that road and build the subdivision. He believed that legal consideration weighed heavily on the minds of the councillors of the time, thereby outweighing practical and other considerations residents faced. He was in favour of re-opening Belcourt and expressed concern for the residents of the community. He went on to state that when Belcourt was closed, that decision had the effect of increasing traffic on Sunview which has a school and a park and many of the 5600 cars at the north end of Belcourt are coming through his street. With 3200 cars each day now on Sunview, opening Belcourt will attract some of those vehicles and the problem will be diluted somewhat and will be easier for everyone. As a means of reducing through-traffic, he suggested prohibiting left-turns from St. Joseph onto Belcourt.

As a result of some of the comments made by the delegation, it was questioned whether any decision the committee takes would render null and void the agreement between Gloucester and the contractor. The Solicitor advised there would be no legal implications for the Region as it is simply making a decision about a right-in/right-out at an intersection of a Regional road. For clarification purposes, the committee noted it is a subdivision agreement that is registered on title and is not an agreement between residents and the municipality.

Latif Dadshani a resident of Belcourt indicated that the only reason Gloucester proposed re-opening Belcourt again is accessibility and mobility. He believed the road closure and existing traffic restrictions were implemented for safety reasons and made note of the fact that the average speed is 54 km/h in a 40 km/h posted speed limit. Mr. Dadshani did not believe speed humps would make any difference and cited the fact there are many children and seniors living on the street and the committee should seriously consider the consequences of re-opening the road.

Terry Daniels a resident of Belcourt spoke in opposition to the opening. He appreciated the concerns of residents on nearby streets, but did not feel re-opening Belcourt would solve the problems of traffic in the community; he felt it would be too attractive for motorists to use as a short-cut or for the commuter gaining easy access to the arterial roads. He reiterated the concerns voiced about excessive speeding and even stop signs along Belcourt, he maintained there are still those who continue to exceed the posted speed limit. With respect to speed humps, he was aware of the one on Des Epinettes but he believed it did not determine whether motorists use that street to arrive at their destination; he felt there would have to be a lot of speed humps installed before motorists would be discouraged from using Belcourt as a short-cut.

Bill Cook a resident of Champneuf believed the volumes on Beauséjour are much higher than stated and felt they should be re-calculated. He supported re-opening Belcourt in order to relieve some of the traffic concerns on Beauséjour. He made reference to the tremendous growth at Orléans Boulevard and Innes Road and the fact motorists do not use the arterial roads to get to the commercial areas. In addition, with the rescinding of the turn prohibitions on Jeanne d'Arc at Beauséjour, he expected an increase in traffic on that street. He did not believe the extension of Carriere has done much to solve the traffic problems in the area and believed all the streets should have to share the load; he suggested traffic calming or other means to move the traffic onto the main arterials. With respect to the issue of speed humps, Mr. Cook was in support of the use of this traffic calming measure on Beauséjour.

Terry Barbar a resident of Belcourt for 12 years sympathized with residents on Beauséjour; however, opening Belcourt will increase the traffic on that road. He explained that the only people who will use the right-out will be those living on Belcourt and on Belval. He believed if turning movements from Belcourt to Beauséjour were prohibited, the problem would be solved and suggested that restriction for some of the other local streets which are experiencing high volumes of traffic. He believed that if Belcourt is re-opened, motorists will use it to get to the commercial shopping area to the north and would drive back along Sunview; therefore, each will get the same amount of traffic.

Don Ferguson a resident on Belcourt at Carriere explained that many of these existing traffic problems were created because some communities were constructed around their development without any road to service them. He did not think opening Belcourt would solve these problems.

Guy Bourdon a resident on Belcourt since 1988, indicated he bought his home based on the closure of Belcourt and he believed it is the best situation for people with young families. He recounted how Gloucester initially began discussions to open the road, but could not understand how they could even consider such a thing since it was a virtual racetrack before it was closed. He too was dismayed how this issue arose at the local council and was immediately forwarded to the Region for ratification, with no opportunity

for input from the local residents. He indicated that Belcourt is only 28 feet wide, whereas some of the adjacent streets are 32 feet or wider and this makes it difficult to back out of his driveway, particularly during the winter when there are snowbanks. He feared his property values would decrease because conditions will change on the street and emphasized that re-opening Belcourt will create more traffic, more speeding and more accidents.

Bernard Guertin, Legault Builders Inc. indicated his company paid for the closing of Belcourt and in addition, lost the use of the land from that closure. He explained that all the lots on Belcourt have been sold on the understanding the road would remain closed and homebuyers should be entitled to rely on that fact. He believed that until the City is prepared to compensate the people, they should not consider re-opening Belcourt. If it is re-opened, he believed residents will be adversely affected by the substantial increase in traffic.

Pat Coté a resident of Belcourt south of Beauséjour reiterated the concerns of previous speakers and added road closings and crescents are made to improve the quality of life although now it seems there is a reversal of that quality. He suggested closing Belcourt at Toulouse to address concerns of residents on that street. He was disappointed this issue was raised by Gloucester council without allowing input from the public.

Janet Mahoney-Rose a resident of Belcourt since 1974 indicated her home is located at the north end near St. Joseph Boulevard. Since that time, there have been many changes in the area and their greatest concern now is safety. She noted there are a number of children and seniors on the street and believed a seniors home is planned to be built nearby. Already, residents have difficulty getting in and out of their driveway and while she respected and sympathized with the views expressed by residents of other streets, she stated that most of the through-traffic on their streets is coming onto Belcourt because they are cutting through to get to St. Joseph and the shopping centre.

In considering the staff recommendations, some members expressed a desire to honour the commitment made as part of the agreement of subdivision. It was reiterated that the way in which this item came before committee was not fair in that the public should have been given the opportunity to make their presentation at the local level prior to the item coming to the Region. Since Belcourt appears to be carrying the heavier load of traffic, it was deemed inequitable to subject them to even more traffic by re-opening it. Some members believed more traffic calming measures should be put in place to address the existing situation and to ensure regional traffic is directed to and remains on the Regional arterials.

Conversely, others supported the staff recommendation because there have been an equal number of comments submitted in favour of re-opening the street. With respect to the subdivision agreement, it should be understood that such agreements should not be considered to last forever, especially when there are changes and growth within the community and the immediate area. It was acknowledged that the development plans established over the years created the traffic patterns that exist in that community today

and the problem of speed is the main issue. It was believed the staff recommendation would not solve the problems on Sunview or Beauséjour, but that the municipality has to take steps to address those issues. The presentation given by the consultant explained there will be limited access/egress at this intersection and committee was urged to support the staff recommendation.

That the Transportation Committee recommend Council approve the right-in/right-out opening of Belcourt Boulevard at Jeanne D'Arc Boulevard as illustrated in Annex A, and authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.

LOST

YEAS: D. Beamish, R. Cantin, H. Kreling, V. Waddell...4
NAYS: A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur...5

TRAFFIC CONTROL/PEDESTRIAN SIGNALS

4. PEDESTRIAN SIGNAL AND TRAFFIC CONTROL SIGNAL PROGRAMME - PHASE 2

- Director, Mobility Services & Corporate Fleet Services report dated 10 Jun 97

With specific reference to staff Recommendation 4, Councillor Holmes questioned the proposed change and requested clarification on the current policy. The Director of Mobility Services and Corporate Fleet Services, Doug Brousseau, explained that each year, staff carry-over the top 25 locations, many of which have very low warrants. It is now proposed that staff no longer automatically bring forward locations that are less than 75% warranted because this practice is not cost-effective. However, any location can be reviewed if its circumstances change or at the request of a councillor. It was explained that staff will continue to bring forward annually, the list of locations reviewed, although any location below 75% warranted would not be counted in the subsequent year, barring the previously-mentioned circumstances. The Director stressed that in addition to providing a means to reduce the cost of traffic counting, it allows staff to do some of the things that time ordinarily does not permit.

Councillor Legendre noted the very low warrants of Montreal Road at Cummings Avenue and wondered if those counts were done before or after the recent construction on Cummings; he thought the warrants might be low at this location because pedestrians avoid it and he expressed a reluctance to rely solely on warrants. Staff agreed to provide the information about the reconstruction to the councillor.

Councillor Davis questioned what the warrants were at Clare and Iona and Clare and Kirkwood and whether there had been a substantial increase at these locations. D. Brousseau indicated that information is available but locations are not tracked individually.

The councillor requested and staff concurred with her request, that the intersection of Clare and Kirkwood be carried over for review.

Councillor Beamish wondered when staff anticipated to bring forward a report on the recommendation for traffic control signals and roadway modifications at Rideau Road and Albion Road. D. Brousseau confirmed it would come forward once the base-mapping, designs and cost estimates are complete, although this does not mean the modification would not be carried out this year. He cautioned committee that any work would depend on the availability of funds. The councillor stressed that even simple modifications at this intersection would be much appreciated as it has the highest number of preventable accidents.

That the Transportation Committee recommend Council approve:

- 1. the installation of a traffic control signal at Woodroffe Avenue (Regional Road 15) and Strandherd Drive;**
- 2. the intersection modification for Woodroffe Avenue (Regional Road 15) and Strandherd Drive as shown in Annex F, and authorize the initiation of the public hearing process, as required by Sections 297 and 300 of the Ontario Municipal Act;**
- 3. the intersections listed in Annex C (2.) be further reviewed and included in the 1997 Traffic Control Signal Programme;**
- 4. that the policy established by Council (Item 1, TCR 92, 10 October 1984 refers), be amended to include only those locations that are warranted to the extent of 75% or greater in the next year's programme;**
- 5. no further action be taken at this time with respect to the installation of a traffic control signal at the locations listed in Annex C (3.);**
- 6. no further action be taken at this time with respect to the installation of a pedestrian signal at the locations listed in Annex A (3.).**

CARRIED
(L. Davis and D. Holmes
dissented on #4)

Councillor Cullen submitted the following Notice of Motion which will be submitted for consideration of the Transportation Committee on 6 August 1997:

That a pedestrian-activated traffic signal be installed at the intersection of Corkstown Road and Carling Avenue.

SPEED ZONING

5. SPEED ZONING ON ST. JOSEPH BOULEVARD (REGIONAL ROAD 34)
BETWEEN 138 M EAST OF SHEFFORD ROAD AND 110 M WEST OF FOREST
VALLEY DRIVE/YOUVILLE DRIVE

- Director, Mobility Services & Corporate Fleet Services report dated 10 Jun 97

The Director of Mobility Services and Corporate Fleet Services, Doug Brousseau, stated St. Joseph has been reconstructed from Highway 17 into Orléans and is now a very high quality arterial roadway with wide lanes, medians and bicycle lanes and provides excellent visibility. Staff are proposing increasing the speed limit to 80 km/h as it has a very low compliance rate and can very safely operate at the higher speed. He stressed, motorists will drive at a speed they perceive to be safe and increasing the posted speed limit will decrease dangerous situations such as tail-gating and passing.

On behalf of his father-in-law who lives on Hart Road, Jim Finlay indicated he does not oppose the proposal to increase the speed limit; however, it is already very difficult for residents of Hart Road to merge with traffic on St. Joseph Boulevard, particularly in the winter when snow banks create poor visibility. He requested a traffic actuated signal be installed at the intersection to assist residents of Hart Road gain safe access to St. Joseph Boulevard.

The Committee Chair indicated the homes, schools and businesses along that portion of St. Joseph are divided on their support for the speed limit increase for a variety of reasons and there is also a concern about pedestrians crossing four-lanes of fast-moving traffic to access the bus-stop. In response to the request by the delegation, he explained signals are not warranted at this location and would therefore not be recommended.

Councillor Beamish expressed some reservations about Council's decision to increase the posted speed limit on Hunt Club Road for the very reasons expressed by Mr. Finlay and was hesitant to support the staff recommendation. On the matter of enforcement, he wondered why police officers are the only ones allowed to enforce speeding violations. He opined a fully-trained police officer should not be needed to enforce speed limits and requested staff look into possibilities of other means of enforcement. D. Brousseau indicated staff could investigate this, but was not optimistic the province would allow much latitude on this matter. He explained, the police would rather spend their time enforcing in areas where there are dangerous situations caused by speeding, rather than on safe roadways.

Councillor Meilleur stated the fact that traffic is moving at 80 km/h and therefore the posted speed limit should either be enforced or increased. She acknowledged there may be more traffic at peak hour, but otherwise she did not believe there was enough traffic on this roadway to cause concern.

Councillor Kreling re-iterated some of the concerns of those residents and businesses along St. Joseph who opposed the proposed increase. Those opposed to the recommendation are predominantly in the area that is currently posted at 60 km/h and the staff recommendation would mean a 20 km/h increase in that section. He indicated he would be proposing to increase the speed limit to only 70 km/h throughout that section of St. Joseph Boulevard.

Moved by H. Kreling

That the Transportation Committee recommend Council approve the implementation of a 70 km/h speed limit on St. Joseph Boulevard between a point 138 m east of Shefford Road and a point 110 m west of Forest Valley Drive/Youville Drive.

CARRIED as amended

ROADWAY MODIFICATIONS

6. TRANSIT PRIORITY MEASURES EASTBOUND SHOULDER BUS LANE - BLAIR ROAD (REGIONAL ROAD 174) TO PLACE D'ORLÉANS DRIVE

- Director, Engineering Division report dated 9 Jun 97

That the Transportation Committee recommend Council:

1. **Approve the preliminary design for the proposed construction of the Regional Road 174 eastbound shoulder bus lane from Blair Road to Place D'Orleans Drive, including the Montreal Road intersection modifications, as illustrated on Drawing No. RT-2261;**
2. **Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED

7. TRANSIT PRIORITY MEASURES - WOODROFFE AVENUE NORTHBOUND BUS LANE - CNR SUBWAY TO NORICE STREET

- Director, Engineering Division report dated 7 May 97

That the Transportation Committee recommend Council:

1. **Approve the preliminary design for the proposed construction of a northbound bus lane on Woodroffe Avenue from the CNR subway to Norice Street as illustrated on Drawing No. RT-2265;**
2. **Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED

8. **HAWTHORNE ROAD RECONSTRUCTION - RUSSELL ROAD TO
HUNT CLUB ROAD**

- Director, Engineering Division report dated 12 Jun 97

Councillor Beamish indicated he had a business along this road and to avoid any conflict of interest, did not participate in the approval of the staff recommendations.

That the Transportation Committee:

1. **Approve the preliminary design for the Hawthorne Road Reconstruction from Russell Road to Hunt Club Road as illustrated on presentation drawing R-2095, subject to the Public Hearing Process;**
2. **Authorize the initiation of the Public Hearing Process as required by Sections 297 and 300 of the *Ontario Municipal Act*;**
3. **Approve the installation of traffic control signals at the intersections of both Hawthorne Road/Stevenage Drive and Hawthorne Road/Hunt Club Road, subject to the Public Hearing Process;**
4. **Authorize the relocation of the utilities as shown on presentation drawing R-2095, subject to the Public Hearing Process;**
5. **Authorize the initiation of expropriation proceedings and proceed with the acquisition of property, as shown on presentation drawing R-2095-A, subject to the Public Hearing Process.**
6. **Refer this report to Council following the Public Hearing Process.**

CARRIED

9. MERIVALE ROAD (REGIONAL ROAD 63) BASELINE ROAD TO CALDWELL AVENUE - ROADWAY MODIFICATIONS AND TRAFFIC CONTROL SIGNALS FOR CENTRAL PARK SUBDIVISION

- Director, Mobility Services and Corporate Fleet Services report dated 12 Jun 97

Councillor Legendre made reference to the bicycle lane on Merivale Road, noting it was unclear how much of the widening covered the contact zone where the bike lane is to be situated. He indicated that in an earlier discussion with the developer, they had agreed to convey land over to the Region for a bicycle lane and that such conveyance was to cover the full length of the contact zone from Caldwell Avenue south, to the end of the property along Merivale Road.

Lois K. Smith indicated that as a pedestrian who has walked this road many times, there is relatively heavy, albeit irregular, pedestrian traffic in that area. Given the fact the bus stop is located well back from Baseline Road, she believed the pedestrian counts may be misrepresented. Further, there is no sidewalk on the east side of that stretch of roadway and when construction is on, she wanted assurance that pedestrians who may be walking on that side of the road can do so without having construction debris blocking or hampering their passage; in this regard, cyclists and people in motorized wheelchairs should also be taken into consideration. She thought the numbers were low for pedestrians and cyclists, especially since there is a high school nearby and a lot of cyclists use that path to and from that facility.

That the Transportation Committee recommend Council:

1. **Approve the drawing prepared by Cumming Cockburn Consulting Engineers as shown in Annex B, illustrating the proposed Merivale Road widening and construction of two intersections with traffic control signal installations subject to the developer:**
 - a. **funding the total cost of the proposed works;**
 - b. **executing a legal agreement with respect to (1) above;**
2. **Authorize the initiation of the Public Hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED

RESPONSE TO MOTIONS/INQUIRIES

10. STREET LIGHTING ON LAURIER AVENUE - MOTION TC-20
- Director, Engineering Division report dated 16 Jun 97

That Transportation Committee and Council receive this report for information.

CARRIED

ADJOURNMENT

The meeting adjourned at 6:00 p.m.

CO-ORDINATOR

CHAIR