

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

3 JUNE 1998

1:30 P.M.

PRESENT

Acting Chair: J. Legendre

Members: M. Bellemare, W. Byrne, R. Cantin, L. Davis, C. Doucet, H. Kreling,
M. McGoldrick-Larsen, M. Meilleur

REGRETS D. Holmes

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 20 May 1998.

CARRIED

1. LIGHT RAIL PILOT PROJECT: PROGRESS REPORT NO. 2
- Co-ordinator, Transportation Committee report dated 21 May 98
- Director of Policy and Infrastructure Planning memo dated 6 May 98

Councillor Doucet reported that he was very pleased with the progression of the project. The second Sounding Board meeting taking place this month will allow people an opportunity to offer opinions and different ideas.

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- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
 2. Reports requiring Council consideration will be presented to Council on 10 and 24 June 1998 in Transportation Committee Reports 11 and 13 respectively.

His only concern was that because light rail is a “new idea” for Ottawa-Carleton, the process of filling orders and ordering equipment to meet deadlines might not happen as smoothly as hoped. As well, CP has indicated an interest in being “partners” with the Region in this venture, but it is unclear how this will proceed. He advised that the technical consultant group, IBI, will bring forward its first report later this month, which will address a variety of issues such as projected ridership. A more complete report will follow in August.

That the Transportation Committee receive this verbal update for information.

RECEIVED

2. WEST TRANSITWAY - ACRES ROAD INTERSECTION
- Director, Engineering Division report dated 21 May 98

Jim Miller, Director of Engineering pointed out that during the Environmental Assessment Process (EAP) for the West Transitway, the Crystal Beach Community Association requested there be no right-turns from Acres Road southbound onto the proposed ramp which will be constructed as part of this project. He confirmed the ramp will be used for both transit and car vehicles and the intersection will be signalized when warranted. It is hoped the ramp will be open by the end of the year.

Councillor Cantin was concerned that the new ramp from Acres Road to the westbound Queensway will attract a lot of traffic. Staff advised there are less than 100 vehicles presently using the existing ramp and as stated in the report, when that ramp is eliminated, those vehicles would have no other way to proceed westbound on the Queensway and therefore, during the EA process, provision was made to provide a new ramp. He confirmed that motorists travelling south to west would not be permitted from Acres Road onto the ramp to the Queensway. The councillor believed that even with the right-turn prohibition at the ramp, motorists would probably opt to make the illegal turn in order to avoid having to turn around elsewhere.

Councillor Cantin further noted the bus-only lane on the Queensway westbound only starts at Moodie Drive and questioned when staff expect to bring forward a report recommending that a paved bus-only lane be put in from Bayshore to Moodie. J. Miller advised that Regional Planning staff will be meeting with MTO to discuss the widening of Highway 417 between Acres Road and Moodie Drive to address the Nortel traffic issue and this item could be raised at that time. The councillor opined the work should be coordinated in order to maximize benefits and limit the amount of inconvenience to the public.

Councillor McGoldrick-Larsen noted there would be an impact for residents of Lakeview and Crystal Beach because the proposed restriction would force them into a more circuitous route to access the Queensway. She recognized, however, they could easily travel west on Carling Avenue from Acres Road and access the Queensway from Moodie

Drive. She questioned whether the concern voiced by Councillor Cantin about motorists ignoring the right-turn restriction was a valid one and whether in fact motorists choosing to obey the signs, might continue down Acres Road into the Qualicum Graham Park community to turn around and double back to the ramp. Staff advised that u-turns are presently permitted at the Highway 416 exit ramp at Acres Road or further down at Richmond Road, although he did not know whether they would choose instead to drive into the community to turn around. The councillor questioned whether signage could be erected on Carling towards Acres to direct motorists to the Queensway via Moodie Drive and J. Miller advised this could be investigated.

In addition, Councillor McGoldrick-Larsen was concerned about the volume of traffic at Bayshore during peak seasons and whether the future development in the area could become an issue as well. In response to her concerns, the Director advised that once the ramp is in operation, committee and Council could review the operational issues and if deemed appropriate, permit a right-turning movement; this could be accomplished at minimal cost and would require a public hearing, but not an additional EA.

Liz Barrett, President, Qualicum Graham Park Community Association was very pleased with the consultation staff have had with the community in regards to a pedestrian walkway that is being put in as part of this roadwork; it will provide a safer access to the transit station and to the shopping centre. However, Ms. Barrett was very concerned about a present situation whereby motorists are using the community to turn around in if they have accidentally gone the wrong direction on Richmond Road. Residents have expressed deep concern for their safety because there have been many near misses between them driving out of the community and motorists turning into their driveways. These drivers back out quickly and unexpectedly and this occurs on a regular basis.

To compound this situation, she believed the proposal before committee will pose an even bigger problem because when southbound motorists realize they are not able to turn right from Acres onto the new ramp, they may continue down and turn around in the community. She acknowledged that while they may take advantage of the u-turn capabilities, she felt the majority would choose the former option. She noted that the intersection of Richmond and Acres is extremely busy for residents entering and leaving the community and is made very dangerous by virtue of the speed motorists are travelling from Bells Corners to enter the Queensway eastbound ramp at Bayshore. Ms. Barrett stated that although the community's preference would be to have no ramps at all, having just one will only exacerbate the existing situation. She was also somewhat concerned that the route suggested by staff for communities or motorists travelling south to west would take them directly through a residential community and she urged committee to consider the inclusion of another ramp to eliminate that concern. In closing, Ms. Barrett questioned whether have staff done a study determining how many turn-arounds occur in their neighbourhood. J. Miller advised there was no assessment of the u-turns in the neighbourhood during the EA for the West Transitway. Ms. Barrett suggested it should be done before a final decision is made on this intersection.

Councillor McGoldrick-Larsen inquired whether staff could investigate that situation since it wasn't included in the EA. Staff acknowledged this direction. The councillor made reference to the proposed development of an office tower in Bayshore and questioned whether a traffic management study would be required to examine the need for additional capacity to the westbound Queensway from that ramp. She inquired whether the construction schedule for this project and that development would coincide and the Commissioner indicated this issue will be raised with Planning staff.

Councillor Byrne raised a question about travel direction for motorists in the community and staff advised the majority of the Crystal Beach area is on the west side of Acres Road and he suspected they would use Moodie Drive to access the Queensway. He reminded members that the restrictive movements at the ramp was an outcome of the EAP from that community.

The Acting Chair, Councillor Legendre questioned why the Crystal Beach community did not want right-turns from Acres Road onto the new ramp to the Queensway. Staff indicated it was because they believed it would increase the southbound traffic volumes on Acres Road; presently, there are approximately 600 vehicles during the p.m. peak period in the southbound direction, although the capacity is in the order of 2000 vehicles. The councillor inquired when staff anticipate Acres Road to be close to capacity, however, staff did not have that information. The councillor stated his objection to the right-turn prohibition, arguing that Acres Road is already operating significantly under capacity and while staff did not have future projections at this time, he hoped that information would be available at the public hearing.

That the Transportation Committee:

- 1. Approve the preliminary design for the proposed construction of the Acres Road intersection that is required to provide for the new westbound ramp connection to Highway #417, as illustrated on Drawing No. RT-2266;**
- 2. Authorize that a Public Hearing be held by the Transportation Committee as required by Sections 297 and 300 of the Ontario Municipal Act;**
- 3. Refer this report to Regional Council following the Public Hearing Process.**

CARRIED
(J. Legendre dissented)

3. HUNT CLUB ROAD (REGIONAL ROAD 32) - SPEED ZONING UPDATE
- Director, Mobility Services and Corporate Fleet Services report dated 13 May 98

That the Transportation Committee receive this report for information.

RECEIVED

4. ASSUMPTION OF MAINTENANCE AND OPERATING COSTS OF TRAFFIC CONTROL SIGNALS
- Director, Mobility Services and Corporate Fleet services report dated 13 May 98

That the Transportation Committee recommend Council approve that the Region assume the annual maintenance and operating costs of the traffic control signals at the intersections of:

- a. **Highway 417 - westbound exit ramp and Pinecrest Road; and**
- b. **Sussex Drive and York Street.**

CARRIED

5. PROPOSED INTERSECTION MODIFICATIONS TO INNES ROAD (REGIONAL ROAD 30) AND PORTOBELLO BOULEVARD - URBANDALE RESIDENTIAL DEVELOPMENT
- Director, Mobility Services and Corporate Fleet Services report dated 21 May 98

That the Transportation Committee recommend Council approve:

- 1. **The installation of traffic control signals at Innes Road and Portobello Boulevard and the construction of associated roadway modifications along Innes Road as discussed further in the report's Design Proposal Section and as illustrated in Annex B, subject to the owner, Urbandale Corporation:**
 - a. **funding the total cost of the proposed road works which would include paying the annual maintenance costs for the traffic control signals until such time as they meet the Ministry of Transportation of Ontario installation warrants and Council approves the assumption of the costs;**
 - b. **executing a legal agreement with respect to the above; and,**
- 2. **Authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED

6. MARCH ROAD (REGIONAL ROAD 49) BETWEEN HIGHWAY 417 AND
DIAMONDDVIEW ROAD - PROPOSED RIGHT-TURN LANE TO THE WEST
CARLETON WATER SAFARI PARK

- Director, Mobility Services and Corporate Fleet Services report dated 21 May 98

That Transportation Committee recommend Council approve:

1. **The construction of an eastbound right-turn deceleration lane on March Road approximately 350 m east of Highway 417 as part of the access to the West Carleton Water Safari Park as illustrated in Annex B, subject to the owner, Water Safari Corporation:**
 - a. **funding the entire cost of the proposed road works; and,**
 - b. **executing a legal agreement with respect to the above;**
2. **Authorize the initiation of the public hearing process as required under Sections 297 and 300 of the Ontario Municipal Act.**

CARRIED

HAND OUT

1998 Resurfacing Programme

Staff distributed a status list of roadways slated for resurfacing. Some members noticed specific roads were listed as being “deferred” and the Commissioner advised that detailed information on roadways so marked, would be provided to the respective councillors.

Councillor Davis noted that the proposed resurfacing for Wellington between Parkdale and Garland would still occur if funds are available, but questioned whether this could in fact be deferred until next year so that businesses in that vicinity could have more time to prepare for the disruption. The Commissioner concurred with this direction.

INQUIRIES

Bilingual Directional Signs

Councillor Bellemare inquired about directional road signs in areas designated “bilingual” by the province. He indicated that the province had started to erect such signage along the Queensway in the west end, but the process was abruptly halted. He asked that staff investigate this and report back to the Committee, including what their plans are to

achieve bilingual directional road signs on the Queensway on/off ramps from the Highway 417 split to Regional Road 174.

Bus Routing at Bayshore Transit Station

Councillor McGoldrick-Larsen made reference to a map she had received which shows local buses continuing to use part of the Bayshore Shopping Centre ramps through the parking area to access the new transit station. She recalled, however, that during the committee's budget deliberations, part of the argument for putting that transit station there was to eliminate the use of those ramps and that all buses (local and express) would use Woodridge Crescent to access the new station instead. She requested clarification in this regard.

UPCOMING MEETINGS

The Committee briefly discussed their meeting dates in July and August. Councillor Davis was anxious to have a meeting on 15 July because the staff report on the pilot projects in her area were slated to be brought forward in June with a public meeting to be scheduled in July. There would be a poll of Committee members to ascertain attendance in July.

ADJOURNMENT

The meeting adjourned at 2:30 p.m.

CO-ORDINATOR

A/CHAIR