

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

4 JUNE 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

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 16 and 21 May 1997.

CARRIED

PUBLIC HEARING

1. AIRPORT PARKWAY/HUNT CLUB ROAD INTERCHANGE
 - Committee Co-ordinator report dated 20 May 97
 - Director, Engineering Division report dated 15 Apr 97

The Committee acknowledged the letters received with respect to the item:

- a) The Hobby Centre letter dated 26 May 97
- b) Richard J. Allard letter undated
- c) Peter Snowling comments to Councillor Beamish dated 27 May 97
- d) Staff of Blinds with Flair comments undated
- e) Riverside Park Community & Recreation Assoc. letter dated 17 May 97
- f) France Picard e-mail comments to Councillor Stewart dated 30 Jan 97

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 11 June 1997 in Transportation Committee Report 54.

- g) Anne Johnston e-mail comments to Neil Stout dated 1 Feb 97
- h) W. Ellwood Pritchard letter dated 8 May 97
- i) Hunt Club Community Organization letter dated 5 Mar 97
- j) Carleton University Students' Assoc. letter dated 29 May 97
- k) Howard Stollery letter dated 24 May 97
- l) J. T. Dunlop letter undated
- m) Jim Donnelly comments of 28 May 97
- n) Donnelly's Ottawa Ford letter dated 29 May 97
- o) Dr. S. Gorka, Ottawa South Chiropractic Clinic letter dated 27 May 97
- p) Tridan Developments Limited letter dated 29 May 97
- q) Clerk, City of Gloucester letter dated 28 May 97
- r) Citizens for Safe Cycling letter dated 4 June 97
- s) Peter McNichol, RCAG letter dated 4 June 97
- t) The Southway Inn letter dated 29 May 97
- u) Hunt Club Motors Limited letter dated 3 June 97
- v) McEvoy Shields letter dated 3 June 97
- w) Pitney Bowes letter dated 27 May 97
- x) David Jeanes letter undated
- y) Old Ottawa South Community Association submission undated
- z) Centretown Citizens Community Assoc. letter dated 3 June 97
- aa) Dow's Lake Residents' Association submission undated

At the outset, it was questioned whether committee could decide on the construction of the ramps in general and the Solicitor, E. MacArthur, advised that Council has returned the matter to the Transportation Committee for a Public Hearing to determine all issues relating to the ramps; therefore, it was his opinion that everything is open to the Committee for consideration.

Neil Stout, Project Manager indicated the report is before committee to hear public comments on the design of the ramps and whether in fact there will be ramps. There has been extensive public consultation on this project and in response to the direction of Committee on 7 May 1997 to review noise implications for adjacent homes, staff invited 27 households backing onto project to a meeting. Twelve households attended and nine submitted comments as a result of the meeting. None of the comments expressed a desire to have barriers installed on the rear fence-line of their property. However, three indicated they would like to have a barrier installed parallel to the road. Staff do not recommend the latter primarily because of the implications of snow deposition in the cuts at the ramps. There was strong support at the public meeting for enhanced landscaping. In response to additional direction by committee on 7 May 1997, the department hired an independent noise consultant to review and confirm the figures in terms of noise levels. The difference in noise levels in ten years with the ramps in comparison to no ramps is about 1.5 dB which is an inaudible change and does not warrant mitigation.

In a slide presentation, Craig Huff, the Regional Forester indicated this is already a relatively heavily treed area and provides a very effective visual barrier to the Parkway, although some homes do not enjoy such coverage. Based on a review of the entire area,

an additional 113 trees can be planted at an estimated cost of \$50,000 which is over and above the original estimate of \$25,000 to improve the landscaping. This proposal received a very positive response from the community and staff are recommending the Committee approve the increased funds to provide additional mitigation.

Councillor Legendre wondered what the effect of trees were in terms of noise abatement. Mr. Stout indicated that for trees to afford any noise attenuation, they have to be in the order of 200 to 300 feet thick. However, they provide a psychological effect in that if the source of the noise is not visible, it is not noticed as much. The councillor also wondered about the slope of the land in the area and staff advised the land is relatively flat, although cuts would have to be manufactured for the ramps to connect to Hunt Club Road, which will provide a fair amount of noise attenuation.

Councillor Meilleur renewed her request for accident statistics in the area of the proposed ramps between Brookfield and Hunt Club. The Director of Mobility Services, Doug Brousseau, indicated staff would undertake to provide that information but stated the Parkway is considered to be a very safe roadway.

The Committee received the following delegations addressing the issue of noise:

Lois K. Smith believed the single-point diamond design which is recommended by staff would generate more noise in comparison to other options because the curves go towards dwellings. Ms. Smith expressed concern about pedestrian and cyclist safety and the potential for collisions between opposite left-turning vehicles particularly in icy weather and suggested modifications to turning movements to allow alternate flow for all vehicles. She stressed the importance of planting a variety of trees and believed the design should incorporate shrubbery under trees with high branches to fill the gaps and to protect them from exposure to disease and ice build-up in the winter.

George Nahas, Property Owner indicated his home backs directly onto the Airport Parkway and is one of the homes that does not have trees to shield it from the Parkway. Although he would prefer the ramps not be built, barring that, he believed appropriate mitigation should be incorporated into the design to lessen the noise impact. On that matter, Mr. Nahas believed the ramps will not be the only thing contributing to the increased noise level, noting the recent widening of Hunt Club Road and other construction projects in the area have also contributed.

Councillor Legendre requested clarification with respect to the last comment concerning the combined noise increases and staff indicated the consultant confirmed the noise in the area would be in the range of high 50's dB to the low 60's dB.

Celia Coldham, Property Owner was extremely concern about the impact the ramps will have on the community. She believed there would be an enormous increase in traffic and even wondered what the impact would be with the proposed future twinning of the Parkway. Ms. Coldham felt the noise increase had been underestimated and that the community only supported the proposal for enhanced landscape thinking the ramps were

inevitable. She opined the community does not need access to the Parkway as there are other ways to get downtown.

Councillor Legendre wondered if the details of noise had been explained to the community and the options for mitigation presented. Ms. Coldham indicated staff did explain the issues and described the options in great detail. Although no one wants to see a wall erected in their back yard, she believed it may become necessary in coming years. She added, staff emphasized the noise increase would be negligible, although the community is not so optimistic.

Councillor Meilleur requested clarification on a 2 dB increase and whether the change can be perceived and was advised a 3 dB change is not audible to most people and only at an increase of 5 dB can a difference be perceived.

Councillor McGarry argued it is not so much the incremental change in noise levels that impacts a community but the actual noise level and the benchmarks used to determine how much noise is too much. He wondered what the impacts were further downstream in the Old Ottawa South and Dows Lake communities. The councillor requested a copy of the report on noise impacts anticipated with the widening of the George Dunbar Bridge and Bronson Avenue and the impact to those communities north of that area. Mr. Miller cautioned this study did not consider noise impacts downstream but concentrated on traffic impacts. The Environment and Transportation Commissioner, M. Sheflin, added noise impacts can be estimated based on traffic volumes; therefore, it is not necessarily required to do a full study for every project.

Following comments by the Committee Chair, Neil Standen, Morrison Hershfield, commissioned to do the noise impact study, elaborated on some of the factors that affect noise perception e.g. the nature of the ground (soft ground absorbs more sound); additional attenuation such as trees and wind conditions. He explained the RMOC standards with regards to absolute noise levels are essentially the same as the Ministry of Transportation and the Ministry of Energy and Environment.

Mr. Bob Ridley, MaxGroup Traffic Consultants explained he was hired to study the impact of traffic as a result of the construction of the ramps at Hunt Club Road to the Airport Parkway. He explained the study has limitations as it was carried out in a very short time-frame (three weeks) and as a result of carefully looking at the current conditions, estimated there will be no change in the net volume of traffic. He highlighted the fact the ramps will redistribute traffic between routes. Mr. Ridley explained Bronson Avenue carries approximately 2000 vehicles/hour and Bank Street at approximately the 1000/hour range. The only intersections approaching capacity north of the Rideau River are Bronson at Sunnyside/Carling/Catherine. However, almost every key intersection south of the river are approaching capacity, including Bank at Walkley/Heron/Riverside, Heron and Riverside, Brookfield and Riverside, Hunt Club and Riverside. Further, an examination of travel times in the area showed that if the ramps were constructed, it would save approximately 4 minutes per trip, with an end result of an increased volume on

Bronson by approximately 220 cars during the a.m. peak and 115 during the p.m. peak. This increase would be balanced by a decrease on Bank Street and Main Street.

Mr. Ridley explained the level of service on Bronson would not be noticeably impacted by this change in volume. He stressed the most remarkable change would be the relief at most intersections south of the Rideau River. Therefore, based on the latter improvements and insignificant change to the north, he believed the ramps should be constructed. However, the long-term change is dramatically different due to projected growth in the south and cautioned there will be very little room for increased capacity after the initial growth. Therefore, he believed the effects of the ramps should be monitored before making recommendations for the addition of ramps at Walkley Road.

In response to questions posed by Councillor Meilleur, Mr. Ridley confirmed the end result will not be more traffic, but rather, a redistribution of traffic i.e. the cars are already on Bronson Avenue and motorists would just be using a different access route. He recommended that signage be included to encourage motorists to use Riverside.

Councillor Holmes requested clarification on the projections for growth. She believed the South East Sector Study had projected 37% growth to the year 2011. Mr. Ridley confirmed there is a substantial amount of growth projected in the south over the next ten years and he stated the Airport Parkway will reach capacity as soon as the ramps are open. As a result, he believed there would be ensuing pressure to twin the Parkway, although he did not think this should be done without increased capacity north of the river. Councillor Legendre wondered about the effects on access to the airport and the consultant indicated travel time to the airport would not be significantly slower.

Councillor McGarry was disappointed by the rushed traffic impact study report, noting it was not requested by committee that it be brought forward so soon. Further, he was astonished to learn it was conducted without consulting the communities involved and believed the function of the Airport Parkway is proposed to be changed substantially and maintained that a decision should not be made without a proper study and projections.

Councillor Kreling wondered about the use of transfer routes that might result from the volume increases on Bronson and Mr Ridley did not believe the level of service would be affected enough to cause cut-through traffic. He elaborated on some of the recommendations of the study in terms of traffic flow and congestion.

When questioned what would happen once the Parkway reaches capacity, the consultant advised that without twinning, any extra traffic would not be able to take that route during peak periods. He further noted that between the study timeframe and 2011, the growth to the south will cause significant degradation of the system without increased capacity.

Councillor Beamish believed the impending widening of Conroy Road and eventual extension through the Alta Vista Parkway to Riverside and Nicholas would relieve much of the increased pressures in the communities to the north.

Councillor McGarry thought it ironic that traffic is being redistributed away from a commercial area into a residential area. He believed the businesses along Bank Street might be surprised to see their traffic reduced.

Councillor Davis wondered if there might be any downstream effects for communities further to the north-west and Mr. Ridley stated that in a typical grid system that could happen; however it is unlikely in this case because of geographical boundaries to be crossed such as the Rideau River and the Queensway. He stressed that much of the travel from the south is to the central core. Chair Clark added that traffic will redistribute itself on a time basis, but believed the origin, destination and actual volumes do not change. He emphasized that as corridors are eliminated, so are alternatives.

The Committee received the following delegations who spoke to the traffic impact study:

Greg Wright, Old Ottawa South Community Association believed the time allotted for the traffic impact study and lack of public consultation was unacceptable and feared his community would bear the brunt of any decision in the form of increased volumes and cut-through traffic. He questioned the reasons for the proposal and believed this to be an opportunity to examine light-rail or other alternative solutions to the transportation concerns of the south-eastern communities. He argued that the South-East Sector Study, on which this proposal is based, is not only dated, but did not take into account its effects on communities to the north.

Andrew Jeanes, on behalf of himself as a downtown resident, the students of Carleton University, and his father, who submitted a letter he read dated 30 May 1997, expressed his fears that increased volumes on the Parkway would restrict access to the Airport, thereby making Ottawa unattractive to business travellers. He believed this road would be unsuitable for increased traffic, including truck traffic and questioned the need for access at Hunt Club as there are two transitway stations within 1 km of the Parkway and he feared easy access to the Parkway would take away transit riders. Also, he argued, there is the CP Rail corridor parallel to the route which could be used for light-rail to link with the transitway.

Councillor Legendre questioned the potential for truck traffic on the Airport Parkway and staff advised that all regional roads are truck routes, unless Council decides otherwise; the Parkway is not currently capable of accommodating truck traffic because of the sub-standard railing; however, it is proposed for the future. The councillor also wondered if there is a potential problem with future twinning at Walkley Road because one of the bridges is now being used for the Transitway. D. Brousseau confirmed this fact; however, the Airport Parkway could be twinned under the Walkley Road overpass.

John Kane, Glebe Community Association objected strongly to the proposed ramps, stating the Parkway is not included in the current Regional Official Plan and its appearance in the draft Official Plan is as a major north/south commuter corridor. He argued, therefore, that the re-designation of the Parkway should be subject to a full Environmental Assessment (EA) process. Mr. Kane did not believe the problems of the south-east sector

could be solved by transferring it from one community to another and felt other alternatives should be given due consideration. He stressed the importance of preserving the quality of life for residents north of the Rideau Canal and urged Committee to vote against the ramps until a full EA is done that incorporates all affected communities.

Pat Steenberg, Glebe Community Association echoed the concerns of the previous speaker, adding that many of the intersections Bronson Avenue to be affected are already at capacity and believed none of the present roadways would be able to accommodate the increase in traffic. She believed that if new roads were not built, people would get into the habit of using alternate modes of transportation. She opined the traffic impact study is useless as it does not incorporate growth. In response to a question from Councillor Stewart, Ms Steenberg stated the Glebe Community Association is not opposed to growth, but believe transportation links should be put where they will do the least harm and re-iterated their desire to have a full EA process so all communities can look at all the options.

Clive Doucet indicated his support of the comments raised in opposition to the ramps. He believed the construction of the ramps is a first step to building an urban expressway and related similar experiences with such roadways in Toronto and Montreal whereby the expressways are established, and the downtown core dies. Mr. Doucet felt it necessary to convince people that the centre of the city is built for walking, not for cars.

David Gladstone, Centretown Citizens Community Association felt there was a serious failure of the consultation process. He noted the recent decisions to limit roadways in the Lebreton Flats area to four lanes and to reject the NCC's plans for a third lane on the Champlain Bridge precisely because of community concerns about extra traffic and argued that is exactly what is being put to Committee today. Mr. Gladstone stressed the fact that the centretown communities are very much aware of additional vehicular traffic and will oppose any proposal to increase volumes in the downtown core.

Greg Blake questioned the notion that there would be no change in the transportation network as a result of the proposed ramps. He feared people in the south-west communities will suddenly find the route more attractive to use Bronson Avenue, although the study ignored Colonel By Drive and Queen Elizabeth Drive as alternate routes. Mr. Blake believed the Airport Parkway ramps will increase traffic volumes in his neighbourhood and did not wish to see cars diverted away from a residential area such as Bank Street into a residential community.

Cam Robertson, Dows Lake Residents Association stated his objection to the proposed ramps at Hunt Club Road. He expressed concern about the already high number of collisions at Bronson and Fifth and fear those problems will worsen. Mr. Robertson also believed that pressure to widen Bronson Avenue to the Portage Bridge would soon follow. He believed the proposal conflicts with the Transportation Master Plan principles and requested a review and complete assessment of all communities affected. Mr. Robertson urged the Committee to halt construction of the ramps.

Wendy McRae, Ottawa East Community Association believed the issue has to be looked at in the broader scheme, stating a full EA should be undertaken before allowing more cars access to the downtown. She felt there is an urgent need for alternatives stating people will change their habits if alternatives are in place. Ms. McRae added that the Community Association is also opposed to the previously- mentioned Alta Vista extension because it too would be detrimental to downtown communities. She concluded by stating if the proposal diverts traffic to Colonel By Drive, that a pedestrian activated signal be installed at Clegg Street.

Doug Gabelmann, Dalhousie Community Association stated his opposition to the Airport Parkway ramps as they would result in increased vehicular traffic in the central area. He also feared accessibility to the airport would be impaired by the additional volumes. Mr. Gabelmann felt the stated priority on public transportation would be wasted by continued expansion and believed the proposal warrants a full EA. He sympathized with the current traffic problems in the south, but agreed with the opinions voiced again and again, that the solution is to shift the problem to other communities.

Bryan Wilcock voiced his support for the Airport Parkway ramps, stating this proposal has been under study for over 10 years and reminded Committee the purpose of this meeting is to discuss the design of the ramps. He indicated cars currently circumvent through his community because they do not have direct access to the Parkway and indicated the two reasons the South Keys Shopping Centre was built in its location are the adjacent transitway and access to the Airport Parkway. He believed the proposed Confederation Heights expansion would affect volumes on Bronson Avenue more than that anticipated with the construction of the ramps.

Moved by A. Cullen

That \$50,000 for enhanced landscaping be included as part of this project.

CARRIED

Councillor Holmes proposed the Hunt Club Road ramps to the Airport Parkway be deferred until a full EA is performed. She explained she was quite perturbed by the fact the traffic impact study was done within such a short timeframe and that the community was not consulted as part of that study. She felt it was unacceptable that the Committee did not have more time to consider this study and stated the recommendations by the consultant for twinning and increased capacity north of the Rideau River are not acceptable. She felt the idea of spending \$3M for ramps when there is not money for such projects as traffic calming, walking, cycling and transit priority shows where the Region's real priorities are, despite the fact the ROP addresses the need to decrease the dependency on the promoting capacity and increasing the use of other modes of travel. She was concerned about the fact the Parkway will be filled to capacity as soon as it opens and which communities this traffic will end up travelling through.

It was questioned why the consultant “rushed” the study through to get on today’s agenda and why a staff comment was not included as part of that study. Mr. Miller explained that since the hearing was scheduled for today, staff believed it appropriate to bring as much information as possible to the decision-making process. Mr. Brousseau added that staff felt it would not be appropriate to bring forward the design for the ramps without providing Committee with this additional information.

Councillor McGarry recollected the direction given to staff on 7 May 1997 was specific enough in directing community consultation. He felt the consultant was not given enough time and stressed that more time be allotted for proper consultation.

Chair Clark felt the concerns about Bronson Avenue becoming an expressway were exaggerated, re-iterating the fact that many motorists are already making detours to get onto the Airport Parkway and therefore, it is not an issue of additional cars. With respect to the issue of alternative options, he believed a light-rail project would not match OC Transpo’s performance and would have to prove itself cost effective before the majority of people will use it. He reminded members that the ramps had already been delayed for one year to give the south-east transitway a chance to take hold and for people to establish travel habits and he added he was sceptical that growth in the south-east would occur until a north/south link was fully established. Further, he noted the public consultation as part of the TMP and the proposal for the ramps was included in that document and was therefore well known to the general public. He believed there was a need to look at the long term impact but maintained his belief the impacts in the short-term would not be that significant.

Councillor Cullen believed the proposal is sadly lacking consideration of impacts. He stated this has been controversial ever since the Region acquired the Parkway and he made note of the massive investment in the south-east transitway extension, yet the pressure to provide access to the Parkway remains.

Councillor Legendre clarified that the one-year delay of the ramps was not due to the will of Council but because of operational and financial constraints. He recalled the community consultation at the time of the South-East Sector Study did involve the communities to the north, but acknowledged there has not been enough time to review the present traffic impact study. He noted the report refers to a marginal increase of traffic on Bronson Avenue, although it will mainly involve a redistribution. The councillor also stated, the Region is saving billions of dollars since this is not a new roadway and is making better use of an existing infrastructure.

Moved by D. Holmes

That the Hunt Club ramps at the Airport Parkway ramps be deferred until a full Environmental Assessment has been performed for the entire Airport Parkway/Bronson Avenue corridor from Leitrim Road to the Portage Bridge.

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

Councillor Holmes put forward the following Motion:

That meetings be held with the affected communities of Old Ottawa South, the Glebe, Dows Lake, Centretown and Dalhousie to determine the appropriate traffic calming measures to be implemented at local roads intersecting with Bronson Avenue, Queen Elizabeth Driveway and Colonel By Drive, the funding to be provided from the project budget.

Chair Clark asked that such consultation take place after certain levels of volume increases are assessed in terms of impact. Councillor Holmes feared that if specific direction was not given, action would not be taken. Councillor Kreling wondered if the Motion could be referred to the consultant to finalize his report; he believed it pre-determines that traffic calming measures will be needed. Councillor Holmes stated that any recommendations for traffic calming would be subject to the Committee's consideration and suggested this point be added to her Motion. D. Brousseau cautioned that traffic calming studies are not done in a short time-frame and should not be done on a stand-alone basis as they impact on surrounding streets.

The Committee Chair believed the Motion should be amended to reflect direction to staff to bring forward a terms of reference for the study so expectations are clear. Councillor Holmes withdrew her Motion in favour of the following:

Moved by D. Holmes

That staff prepare terms of reference to continue the impact study of the traffic implications to the communities of Old Ottawa South, the Glebe and Centretown to the north and examine all ramifications downstream and that this be submitted to the Transportation Committee on 2 July 1997 and to Council on 9 July 1997.

CARRIED

Councillor Legendre noted the impact study is in draft form and that there are a series of recommendations contained in the document. He asked that staff bring this report back in a final form with possible recommendations, when and if this is implemented. J. Miller agreed staff would strive to report back in this regard in July. D. Brousseau confirmed the impact study is a statistical analysis and gives staff the basis to discuss this with the communities.

In considering the design of the ramps, Councillor Legendre believed the preferred option would be very pedestrian and cyclist unfriendly. J. Miller indicated the primary factor on which the design alternatives were rated was the number of potential conflicts, adding the recommended design was selected because it presented the least potential conflicts. The

Councillor noted the report did not include the costs of the other designs and staff agreed to provide that information to him. D. Brousseau added that when staff present a design, safety is the prime factor and therefore, it is usually only the best possible design that is offered to Committee for consideration

Moved by D. Holmes

That a stop sign be placed on the southbound Airport Parkway off-ramp where it meets Hunt Club Road westbound.

CARRIED

YEAS: A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur....5
NAYS: R. Cantin, P. Clark, H. Kreling....3

Moved by P. Clark

That the Transportation Committee recommend Council:

1. Approve the preliminary design for the Airport Parkway/Hunt Club Road Interchange as illustrated on drawings R-30736-1;
2. Approve the installation of traffic control signals at the intersection of the Airport Parkway ramps and Hunt Club Road;
3. Approve the implementation of stop control at the southbound Airport Parkway off-ramp to westbound Hunt Club Road intersection;
4. Authorize the relocation of the utilities as shown on presentation drawing R-30736-1;
5. Approve that cycling route signs on the Airport Parkway be considered as part of the public hearing process;
6. Resolved that: In recognition of the Cycling Transportation Network status of the Airport Parkway and in recognition of the additional traffic which the Parkway is expected to carry; that signs be placed on the Parkway this year urging motorists to share the road (such additional signage not to come from the cycling budget).
7. Approve that \$50,000 for enhanced landscaping be included as part of this project.
8. That staff prepare terms of reference to continue the impact study of the traffic implications to the communities of Old Ottawa South, the Glebe and Centretown to the north and examine all ramifications downstream and that

this be submitted to the Transportation Committee on 2 July 1997 and to Council on 9 July 1997.

LOST

YEAS: P. Clark, H. Kreling, J. Legendre....3
NAYS: A. Cullen, L. Davis, D. Holmes, M. Meilleur....4

TRAFFIC CONTROL SIGNALS

2. **PEDESTRIAN ACTUATED TRAFFIC CONTROL SIGNALS ON TERRY FOX DRIVE (REGIONAL ROAD 61)**

- Director, Mobility Services & Corporate Fleet Services report dated 14 May 97

Councillor Legendre suggested the pedestrian crossing be on the north side of the intersection so that pedestrians would only have to cross Terry Fox Drive and not the entrance/exit lanes as well. D. Brousseau, Director of Mobility Services advised that staff are trying to design an intersection that will discourage left-turns and is therefore not a conventional "T" intersection. The City of Kanata intends to eventually build this to a 4-way fully signalized intersection.

The councillor noted the comments submitted by the Regional Cycling Advisory Group which recommend the crossing be on the north side with a no-right-turn-on-red signal for motorists so pedestrians could cross safely during the cycle. Mr. Brousseau reminded committee this would make it a signalized intersection which is not the intent. Further, motorists leaving the site would probably be looking over their shoulder for oncoming traffic and not be aware of pedestrians crossing at that location. When questioned about the urgency of the signals, the Project Manager, Wim van Hofwegen, indicated the City of Kanata wanted them in by June because three restaurants will be opening at the site and it will be dangerous for pedestrians to have to cross Terry Fox Drive without a signal. He pointed out that the configuration is for right-in/right-out and vehicles leaving would have a free flow; putting the crossing on the north side is not suggested for safety reasons as this would hamper that flow. The Councillor suggested that if the exit were a "T" intersection and the pedestrian crossing were on the north side of the road, the problem of the "free flow" would disappear because motorists would have to stop before they turn out. Mr. van Hofwegen indicated the purpose of this entrance design is to discourage left-turning vehicles and a straight "T" intersection would give them an opportunity to make those turns.

As committee was about to lose quorum, the following Motion was proposed:

Moved by D. Holmes

That the item be deferred until the next meeting.

CARRIED

ROADWAY MODIFICATION

3. PROPOSED EXTENSION TO THE MEDIAN ON HAZELDEAN ROAD (REGIONAL ROAD 36) WEST OF TERRY FOX DRIVE (REGIONAL ROAD 61) AT THE ACCESS TO THE CLARIDGE HOMES CORPORATION SUBDIVISION
- Director, Mobility Services & Corporate Fleet Services report dated 15 May 97

Moved by D. Holmes

That the item be deferred until the next meeting.

CARRIED

COUNCILLORS' ITEMS

4. TRAFFIC CALMING MEASURES IN CONJUNCTION WITH ROAD AND SEWER WORK IN 1997 - REGIONAL PARTNERSHIP
- Councillor Diane Holmes report dated 20 May 97

That Transportation Committee recommend Council approve that \$10,500.00 be provided from the budget for Traffic Calming for the projects outlined in the report.

CARRIED

5. HIGHWAY 31 - ROAD CONDITION
 - Co-ordinator, Transportation Committee report dated 14 May 97

That the Transportation Committee and Council receive this report for information.

RECEIVED

ADJOURNMENT

The meeting adjourned at 7:20 p.m.

CO-ORDINATOR

CHAIR