

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

18 JUNE 1997

5:30 P.M.

PRESENT

Chair: R. Cantin

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

REGRETS L. Davis

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 30 May and 4 June 1997.

CARRIED

PUBLIC HEARING

1. MODIFICATIONS TO THE INTERSECTION OF BANK STREET AND CAHILL DRIVE - PUBLIC HEARING
- Co-ordinator, Transportation Committee report dated 3 Jun 97

The Committee received the following comments from residents of Cahill Drive:

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- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
 2. Reports requiring Council consideration will be presented on 25 June and 9 July 1997 in Transportation Committee Reports 55 and 57, respectively.

Jack Nicholson read a letter from a neighbour, T.S. McKnight, who was concerned about through traffic onto Cahill as a result of the proposed modifications. A particular problem associated with this increased traffic would be the difficulty for residents to access and egress the parking garage to the condominium apartment located at the intersection and this problem would be compounded by the fact that most of the residents of that complex are elderly. With respect to his own presentation, Mr. Nicholas indicated some residents are afraid to cross Bank Street within the limited crossing time. He stated that Cahill Drive is a residential collector; however, it is also a test track for two car dealerships and large trucks often use it as a short-cut. He noted their properties are not set back very far from the road so there is little protection from the increased traffic. He proposed the intersection be modified to include the original pedestrian islands recommended by staff, but building them larger to ease access and urged committee to prohibit through-traffic, including bicycles, across the intersection.

Mr. McCarthy was concerned that if appropriate regulations are not put in, the shopping centre may have a terrible effect on the residential aspects of the street. He emphasized that shopping centres should not be encouraged to destroy the residential areas in which they are situated and strongly felt that all through-traffic should be prohibited, including bicycles and buses.

Alec E. Fox noted that Cahill Drive between Albion Road and Bank Street is almost totally residential, whereas Johnston Avenue, which will also have an access to the shopping plaza, has very few homes and he recommended that Johnston Avenue and Hunt Club Road be the main routes of access from the east to the shopping centre. He noted the opposition voiced by some members in previous deliberations with respect to pedestrian islands, but he believed they serve a useful purpose and to his knowledge, there have been no adverse accident statistics with respect to these facilities.

Bruce Brooks supported the comments raised and added that the community has had extensive discussion about this proposal and there is an overwhelming desire not to have traffic brought through the community. With buses exempted from the prohibited move across the street, they are concerned there will be greater traffic down Cahill Drive in years to come and the street is not built to handle such volumes. Therefore, in order to keep traffic out and to make the intersection as simple as possible, i.e. making no exemptions, he suggested no through movement of any sort be allowed at this intersection.

Councillor Holmes questioned how many buses would be using Cahill Drive and D. Brousseau advised that OC Transpo would like to have it as an option, but at this point in time, have no intention of using it. He added that only one school board had expressed an interest in using this intersection; however, he cautioned that once the boards discover this access is available, they may prefer that to going down Hunt Club and making the left-turn onto Bank Street.

Councillor Beamish proposed that the staff recommendation be modified to prohibit through movements of buses on Cahill Drive across Bank Street. He agreed with staff that once the road is opened, there could be additional bus traffic and he did not think what the residents were asking was too onerous, especially given the prevailing traffic resulting from the shopping centre.

Moved by D. Beamish

That the staff report be modified so that straight-through movements of buses be prohibited.

CARRIED

(D. Holmes dissented)

Councillor Cullen noted that the use of medians as a place for pedestrian refuge was something the committee had considered in past discussions and he inquired what the residents thought about this particular aspect. Mr. Nicholson agreed they would be helpful. The councillor proposed a modification to the median on the north side of Bank Street to provide a pedestrian refuge. He selected the north side because it has six lanes and a median will assist pedestrians that may become stranded before they can cross all those lanes during the crossing cycle.

In response to this, Bill Holzman, representing the South Keys Shopping Centre, reiterated the comments he made to committee during the discussion of this item in April and May. He did not object to the proposed through restrictions, but had some reservations about widening the median which would essentially require having to rip up the roadwork carried out two years ago, causing more inconvenience to residents in the area and to motorists travelling on Bank Street. As indicated by staff previously, he maintained that if pedestrians cross during the walk cycle, they will have ample opportunity to make it across the street, thereby eliminating the need to construct a pedestrian refuge on the median. Councillor Cullen stressed that regardless of that fact, there will be pedestrians in the middle of the intersection and they will need a place of refuge should the signal change before they can make it across; when this occurs, a push-button could be installed on the median, giving them an opportunity to activate a change in the signal. Mr. Holzman was particularly concerned about widening the median because staff had decided to create narrow traffic lanes in order to accommodate the crossing and he stressed there is no excess room to widen the median.

Councillor Legendre questioned whether sufficient time will be provided for all pedestrians to cross the street, especially seniors and D. Brousseau advised staff use the slower walking speed to arrive at the cycle timing. He reiterated that if pedestrians get stranded on the median, it is due to the fact that they started to cross when they were not supposed to. They indicated this crossing provides a seven-second walking signal (which is the standard time to commence crossing), followed by 28 seconds of the flashing hand signal. The councillor inquired whether this time could be lengthened should it be found to

be inappropriate and staff cautioned there are downstream effects of doing this and the safety of the entire system must be considered. However, if problems occur, staff would endeavor to change the signal timing, taking into consideration all users of the intersection.

Councillor Beamish emphasized that there are a number of seniors in the neighbourhood and many pedestrians who walk to the shopping centre. With respect to the removal of the right-turn channelization island, which was an issue dealt with previously by committee, he stated these pose a danger to pedestrians because motorists making the turn do not always slow down and removing it creates a square corner and requires them to come to a complete stop first before turning, which will be safer for pedestrians. He supported the Motion proposed by Councillor Cullen, but suggested it be amended to reflect that it be created without widening the median because he believed the existing width provides ample space for pedestrians to stand on and would not result in the developer having to incur any additional costs. He believed it will further enhance the safety of the intersection for those pedestrians who are slower and does not mean providing a shorter crossing time for pedestrians, as is implied in the staff report. He acknowledged that if there are problems with respect to the modifications required to the roadway to provide this refuge, this issue can be examined and any necessary changes made at that time. Councillor Cullen accepted the amendment to his Motion.

Councillor Meilleur could not support the Motion because she believed it would only serve to create a hazard to pedestrians, particularly if the median is narrow. The Committee Chair questioned whether the median would have to be accessible to all users, including people in wheelchairs and staff confirmed this and did not want people in wheelchairs becoming stranded on the median and having to access the push button. Further, he indicated that the narrow bulb at the end of the median usually get sheered off by snow plows over the course of time and is another reason staff do not recommend it.

Moved by A. Cullen

That a pedestrian refuge be constructed on the northerly median on Bank Street at Cahill Drive with appropriate signalization and without widening it.

CARRIED

YEAS: D. Beamish, A. Cullen, D. Holmes, H. Kreling, J. Legendre....5
NAYS: R. Cantin, M. Meilleur....2

Councillor Beamish noted that on 16 April 1997, the Committee had approved a Motion that "Overhead signage be added to indicate permissive movements (i.e. double-headed arrows)", although this was not shown on the diagram in the most recent report. Staff advised these signs would be installed.

That the Transportation Committee recommend Council approve the revised design modifications to the intersection of Bank Street and Cahill Drive which incorporates the removal of the proposed channelizing island situated in the north-west quadrant and the provision of reduced corner radii in the north-west and south-west quadrants as illustrated in Annex A, subject to the registered owner, South Keys Shopping Centre Limited:

1. **paying the total cost for all modifications to the intersection including changes to the traffic control signals, signs and pavement markings, and;**
2. **executing a legal agreement with respect to (1) above.**

CARRIED as amended

PRESENTATION

2. HIGHWAY 7 PRELIMINARY DESIGN - CARLETON PLACE TO HIGHWAY 417 (OTTAWA QUEENSWAY)

- Planning and Development Approvals Commissioner report dated 2 Jun 97

Ministry of Transportation staff gave a detailed presentation of the proposal to widen Highway 7 between Carleton Place and Highway 417 to four lanes. Highlights of this presentation are included in the report.

The Committee noted that approval of the staff recommendation did not include the Ministry's use of a section of the Region's abandoned railway corridor between Ashton Station Road and the Town of Carleton Place; the Ministry proposes to provide an access road for adjacent property owners. This particular issue would be the subject of a future report to the Transportation Committee and Council.

That Transportation Committee recommend Council approve the Highway 7 preliminary design between Carleton Place and Highway 417 (West), as proposed by the Ministry of Transportation, Ontario (MTO).

CARRIED

POSTPONEMENTS AND DEFERRALS

ROADWAY MODIFICATIONS

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

- Director, Mobility Services & Corporate Fleet Services report dated 14 May 97
- deferred on 4 Jun 97

The Director of Mobility Services and Corporate Fleet Services, Doug Brousseau, indicated that the main access to this site is via Edgewater Street; however, as part of site plan approval, the developer must provide a signalized pedestrian crosswalk on Terry Fox Drive. Within 5-10 years, the City of Kanata will develop this to a fully signalized four-way intersection, with crosswalks on both sides. Although the pedestrian signals are not warranted, staff's objective is to work with the developer to make the access safe and the compromise arrived at will serve that purpose and the crosswalk will connect to the recreational pathway directly across the street.

Councillor Legendre noted the letter submitted by the Regional Cycling Advisory Group and their suggestion to move the crossing to the north side of the entrance thereby alleviating the need for pedestrians to cross three streams of traffic. He understood that staff do not recommend this option because motorists leaving the site may not notice pedestrians crossing as they are looking the other way for oncoming vehicles, however, he suggested an additional signal be installed which would prevent motorists from making turns out of the site while the pedestrian signal is activated. He maintained this would solve the safety concerns, achieves the access that is desired and makes the intersection more pedestrian friendly.

D. Brousseau pointed out that the signal suggested by the councillor would cause congestion on Terry Fox Drive and would be more expensive which staff do not feel is a necessary cost the developer should have to bear. He produced an illustration of what the councillor was recommending but indicated that since there are very few pedestrians and exiting vehicles from the site, there would be little if any conflict with a pedestrian crosswalk on the south side. In response to these comments, Councillor Legendre indicated he would not be proposing an additional signal for exiting vehicles, however, he was still convinced the pedestrian crossing should be located to the north of the intersection and could not understand staff's rationale that Terry Fox Drive would become congested with the crossing at that location. D. Brousseau explained that motorists attempting to turn right out of the site would be delayed by the pedestrian crosswalk and therefore, in order for the intersection to operate safely, a fully-signalized intersection would have to be constructed which in turn could slow down traffic moving along Terry Fox Drive. In response to a question posed by Councillor Meilleur, staff confirmed that as part of the agreement with the developer, if the staff recommendation is approved and is proven to be unsafe, the developer will have to take steps to make it safe.

The Committee was informed that the City of Kanata selected the location for the pedestrian crossing in order to line up with the future extension of Walter Baker Place. Scott Cameron with the City of Kanata indicated the municipality is cost-sharing 50% of the installation of this crosswalk and have examined all options and feel that what is proposed by staff does not put pedestrians in danger. Further, the difference between what is proposed and what Councillor Legendre is suggesting, is approximately \$15,000-\$20,000 in additional costs. Lastly, there is a pathway directly across from the site entrance which in future will become a second vehicular access onto Terry Fox Drive, and this is the motivation for having the crosswalk there. When that access is constructed, the municipality can then salvage what signal plant is there to use towards a fully-signalized plant.

Councillor Holmes questioned who has the right-of-way at this intersection and D. Brousseau indicated that because it is an uncontrolled access (right-in) whichever is there first has the right-of-way, although pedestrians do have the right-of-way in the crosswalk. The councillor noted another example where motorists are given the right-of-way and requested written clarification of which instances the pedestrian or the motorist has the right-of-way, according to the Highway Traffic Act.

Moved by J. Legendre

That the pedestrian actuated traffic control signals on Terry Fox Drive be placed immediately to the north of the right-out exit from the plaza.

LOST

YEAS: A. Cullen, D. Holmes, J. Legendre....3

NAYS: D. Beamish, R. Cantin, H. Kreling, M. Meilleur....4

That the Transportation Committee recommend Council approve the installation of pedestrian actuated traffic control signals on Terry Fox Drive approximately 240 m south of Edgewater Street as illustrated in Annex C and authorize the initiation of the public hearing process as required by Sections 297 and 300 of the Ontario Municipal Act, subject to the owner, Mobius Developments Limited:

- 1. paying for the total cost of the traffic signal installation and related road works as well as operating expenses in accordance with Regional Council's policy;**
- 2. executing a legal agreement with respect to (1) above.**

CARRIED

(D. Holmes and J. Legendre
dissented)

4. 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
- deferred on 4 Jun 97

Staff provided a brief overview of the report. Councillor Legendre made reference to the other roads in the area that serve other subdivisions and questioned why the Region would be so concerned about how this entrance would function given how the other roads are operating. D. Brousseau, Director of Mobility Services and Corporate Fleet Services advised that staff view this as an opportunity to make this entrance safer. The councillor noted there was no reference to emergency services in the report and how they will access this subdivision. D. Brousseau indicated there is another access further down Terry Fox Drive but the councillor was concerned that emergency vehicles would then be forced to travel all that way into the community before gaining access to this particular subdivision. Staff confirmed the report was circulated to all emergency agencies and no comments were received with respect to the proposal. The councillor felt there ought to have been a section in this, and future reports, on their comments, but staff advised any comments they may receive are included in reports to committee.

Councillor Legendre stated that other subdivisions in this area have multiple accesses, whereas this subdivision only has one access from Hazeldean Road which he believed was not acceptable and he could not support the staff recommendation.

That the Transportation Committee recommend Council approve the drawing prepared by Novatech Engineering Consultants Limited as shown in Annex B illustrating a 30 metre westerly extension of the existing median on Hazeldean Road immediately west of Terry Fox Drive subject to Claridge Homes Corporation:

- 1. funding the total cost of the proposed road work;**
- 2. executing a legal agreement with respect to (1) above.**

LOST

YEAS: D. Beamish, H. Kreling, M. Meilleur....3

NAYS: R. Cantin, A. Cullen, D. Holmes, J. Legendre....4

REGULAR BUSINESS

5. PLAZA BRIDGE REHABILITATION

- Environment and Transportation Commissioner report dated 23 May 97

The Committee Chair stated there was a need to set a date for a public hearing on this item and indicated staff were suggesting the 6th of August so as not to delay some of the work that needs to be done before the end of the construction season. Further, the Committee would seek Council's approval for the delegated authority so that a decision can be made without having to go back to Council for final approval, following the public hearing. The Solicitor, Ernest McArthur, did not believe this project is one for which Council can delegate authority to the Committee and believed Council should have the submissions of the public before making its final decision.

The Committee Chair stated his desire to have clarification on the issue of delegated authority so the Committee can dispose of the matter on the 6th of August; otherwise, he felt it unnecessary to hold a public hearing then since the item would not rise to Council until September. Doug Brousseau, Director of Mobility Services and Corporate Fleet Services believed a public hearing would only be required if objections were received in response to the advertisement.

Councillor Kreling felt the proposed date should be retained for the public hearing since it would only be required if there were objections. The Committee Chair believed a public hearing had to be held regardless of whether or not there were objections.

Mr. McArthur clarified, his previous responses were based on the assumption there would be a public hearing with some input and objections from the public. If there are no objections, there is no need for a public hearing or for the item to come back to Council because Council will have approved it, "subject to a public hearing if required".

That the Transportation Committee:

- 1. Approve the rehabilitation of the Plaza Bridge over the Rideau Canal as outlined in the Project Report and detailed on the presentation drawings;**
- 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. Authorize the Environment and Transportation Department to proceed with the relocation of utilities as shown on the presentation drawings;**
- 4. Refer this report to Council following the Public Hearing Process.**

CARRIED*

- * Following the meeting and in light of the committee's concerns about timing, staff consulted with the Legal Department and the Committee Chair and arrived at the appropriate wording by which to submit this report to Council on 25 June 1997. (Item 3 of Transportation Committee Report 55 refers.)

INQUIRIES

Bridlepathand Hunt Club - Sound Fencing

Councillor Beamish asked that staff report back on the concerns expressed by Carleton Condominium Corporation #216 with respect the sound attenuation fencing located along Hunt Club Road at Bridlepath. He indicated their concerns included the ownership and height of the fence.

ADJOURNMENT

The meeting adjourned at 8:10 p.m.

CO-ORDINATOR

CHAIR