

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

20 MAY 1998

1:30 P.M.

PRESENT

Chair: D. Holmes

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

CONFIRMATION OF MINUTES

**That the Transportation Committee confirm the Minutes of the meeting of 6 May 1998.**

CARRIED

1. LICENCING AND REGULATION OF BICYCLES RESPONSE TO MOTION TC-23  
- Regional Solicitor and Environment and Transportation Commissioner report dated 20 Apr 98

The Solicitor, Ernest McArthur, advised that the Region has no authority to license bicycles as this is within the jurisdiction of the area municipalities. However, the use of bicycles is regulated under the Highway Traffic Act.

Sergeant Brad Spriggs and Constable Dave Ashton of the Ottawa-Carleton Regional Police Service provided a detailed overview of the Bicycle Project Operational Work Plan and Evaluation. A copy of this document is held on file. In summary, the purpose of the project is to reduce theft and to provide an effective bicycle registry. The goals include: identifying the owners of recovered bicycles, reduce policy inventory of recovered bicycles and to collect evidence for prosecution.

It was stated there are over 400,000 bicycles in the Region and 3000 are reported stolen each year. Due to the lack of identification and registration, less than 5% of the bicycles recovered by police are ever returned to their owner and this new project will reduce those figures. The committee watched a video which will be played in community shopping

malls to educate the public on how not to let their bicycles get stolen and the importance of registering their vehicle.

With respect to the “Selectamark” etching program, Constable Ashton advised this cost-efficient program simply transfers a designated number to a bicycle and is subsequently registered, along with pertinent information about the owner. The request for \$8500 will allow the police to supply the kits necessary for the etching.

Councillor Bellemare questioned whether the information is in both official languages and Sgt. Spriggs announced that it wasn’t at this time, but when the proposal goes public, it will be produced in both English and French.

Councillor McGoldrick-Larsen commended the representatives for the quality of the educational video, noting the importance of making it enjoyable for children to watch so they will easily learn what is being taught to them.

**That Transportation Committee recommend Council:**

- 1. not adopt a Regional bicycle licencing scheme at the present time;**
- 2. support the participation of the Regional Corporation in the Ottawa-Carleton Regional Police Service’s (OCRPS) voluntary bicycle registration project by;**
  - a. providing Regional facilities to the OCRPS for the purposes of the registration of bicycles;**
  - b. assisting in the promotion and the education of the public regarding the Bicycle Registry Project by publicizing the OCRPS Bicycle Registry Project in bicycle education and promotional materials by the RMOC and Citizens for Safe Cycling, in its role as cycling safety and promotion contractor to the RMOC;**
  - c. providing funding to the OCRPS in an amount not to exceed \$8,500 for the purchase of “Selectamark” etching kits.**

CARRIED

2. TRIM ROAD ENVIRONMENTAL ASSESSMENT - FINAL RECOMMENDATIONS  
- Planning and Development Approvals Commissioner report dated 23 Apr 98

*Steve Taylor, Project Manager, Totten Sims Hubicki*, indicated this roadway expansion is necessary for the anticipated growth in the area. The need and justification for the project precedes development so that the road alignment location can be confirmed, thereby allowing Cumberland Township and adjacent land developers to plan accordingly. The

traffic demand of future development will exceed the capacity for all modes of transportation. There is flexibility in this project to accommodate a future interprovincial bridge connection across the Ottawa River, as well as a north/south road linking Regional Road 174 to Highway 417 through the Township of Cumberland. He advised that concerns raised by the public during the open houses where the alternatives have been brought forward, have mostly been resolved, although there are still some isolated areas where there are individual concerns.

Given the projected timeframe of 2006 before the road is constructed, Councillor Doucet was somewhat reluctant to expand the system when it is not clear whether the Region will have enough money to maintain the existing road network. Rajan Philips, Planning Engineer, Transportation Infrastructure, advised that the EA study is consistent with the recommendations contained in both the Transportation Master Plan (TMP) and the Region's Official Plan. The timing is in the second half of the 25-year TMP and at this point there is no budgetary allocation for this project. This process will finalize the environmental assessment requirement that will enable the Region to identify the right-of-way limits so the Township can proceed with their plans for development in that area.

Councillor Legendre was concerned that the rejected alternatives were not contained in the staff report. He recognized a summary report was listed as being available, but preferred that it was part of the printed report in the agenda and hoped it would be so in future reports of this nature. R. Philips confirmed that the options brought forward were the ones preferred, but agreed the others could be made available to the councillor. S. Taylor added that what is being brought forward is that the public has been involved over the last few years and there is consensus by all stakeholders that those are the preferred options brought forward.

Councillor McGoldrick-Larsen questioned what this roadway would do for the long-term projections for employment targets in the Official Plan. Steve Cunliffe, Planning and Development Commissioner, Township of Cumberland advised that the employment projections for the Township meet the targets of the Regional Official Plan. In order to encourage that with the Townships' proposed north/south link between Regional Road 174 with Highway 417, it provides the necessary transportation access which serves the Township's industrial parks and the area along the Queensway.

Councillor Cantin questioned why the park and ride lot is located on the south side instead of on the north side to facilitate those motorists coming in from the east and being on the right side as they come in. If and when an interprovincial bridge is built, he questioned whether the double-lane off ramp will be sufficient for left-turns onto the overpass to that bridge. Mr. Taylor advised that the project includes the flexibility in the southeast quadrant for a free flow ramp to go across the bridge. There is provision and it can be accommodated in that quadrant. The councillor indicated that if Council is thinking of doing that eventually, why not use the space inside that large loop on the north-east quadrant as well for a park and ride lot and then have two and the Region's transit needs could be accommodated for a long time. He felt the Region is missing an opportunity

with all those ramps. S. Cunliffe advised that the Township has been attempting to achieve a balance between the transportation network, transit, park and ride and land use so if the area between Regional Road 174 and the Ottawa River is actually quite narrow and if there are too many park and ride lots, the township would not get its anticipated land use and therefore no need for the transit and it would not meet its employment objectives. The long-term plan is for a separate transitway to access that park and ride. S. Taylor added that the park and ride lot is located in that quadrant because it will facilitate local bus service past the lot.

*Willy Scanlon representing Orléans E & M Ltd.* indicated the company owns a rectangular piece of property of 150 acres on the north side of Innes Road and on the east side of Trim Road so the road expansion will pass through his land. There is currently a draft plan application on file with the Region for the land based on existing transportation and planning policies. They were concerned about the fact that their land has about 700 metres (2300 feet) of creek frontage and their current residential development plan takes advantage of this natural area. It will be totally displaced by this road and what they are beginning to see is a disassociation of future residents in this area from this very attractive natural area. He questioned therefore, what happens to this area and to the community if this road is constructed. They believe they will be left with a very ordinary area and since the beginning of this process, they have gone on record as opposing this alternative and preferred the alignment roughly in the Trim Road corridor. If the committee and Council approves the report, we would ask for some consideration i.e. mitigating measures, accompanying the recommendation to provide effective screening landscaping on the west side of the road, noise attenuation barrier on the west side of the road. He added that when this road becomes a four and six lane facility, there should be some consideration for a very safe pedestrian access to this road for the majority of residents who must cross the road to get to the natural areas. The other concern is that this study requires major reorganization of planning in this area, including his client's land, and whatever is approved, if there could be a strong commitment to preliminary design of the roadway so there can be some stability of right-of-way in the area and they can proceed with redesigning the communities.

In response to the comments about noise attenuation, S. Taylor indicated that this was a major issue for residents along Trim Road (primarily Talcy Crescent) and was discussed early in the study. He clarified that the preferred alternative reduces noise levels to that community and while he agreed mitigating measures could be provided as part of the road construction for the property referred to by Mr. Scanlon, any future development that requires noise attenuation would be the responsibility of the developer. S. Taylor also pointed out the results of the noise analysis which indicated that no noise attenuation measures will be required for existing properties in the vicinity of proposed improvements.

When questioned whether the Township plans to widen the access to the natural area, S. Cunliffe advised there will be pedestrian/cycling access as part of the construction of the north/south link. In response to another question posed by Councillor Cantin, S. Taylor stated the road will be constructed to a design speed of 90 km/h, but with a

posted speed of 70 km/h. The councillor was concerned that straight flat roads often encourage motorists to drive faster and suggested that trees could be planted in the median to help calm the traffic somewhat. The Committee Chair suggested design speeds for roads may be an issue the committee might want to discuss at a policy session.

Councillor Kreling informed committee members that during the public meetings there were several alternatives put forward for the 8 roadway sections, all of which were viewed by the community on many occasions. He felt this project has received thorough scrutiny by the public. He maintained that the definition of the corridor is the primary concern, to ensure proper and efficient planning takes place in this end of the Region and will provide an opportunity for the community to have the type of development they need. He urged committee members to accept the report as presented so the Township can proceed with its future plans for development.

Councillor Meilleur supported the staff recommendations because she believed the road will remove the heavy traffic currently travelling through her downtown community to where it should be. She indicated that Trim Road would one day be the route to take traffic from Highway 417 to Quebec, and totally avoiding the downtown. She suggested that when staff are doing the design and acquiring property, they should bear in mind that this area there will be residential and the Region should build for the future and ensure those people do not suffer the traffic congestion that residents of the downtown have suffered for several decades.

Councillor McGoldrick-Larsen made note of the comments made previously about including all alternatives in future reports. She was concerned about the extent of the report and the debate that would ensue as a result of such detailed information being included. She appreciated the fact that the report does include reference to where the Summary Report is made available. The Committee Chair suggested that as a policy, the committee could discuss the option of having a consultant present at committee meetings when such reports are brought forward, to discuss the pros and cons of preferred alternatives.

**That the Transportation Committee recommend Council approve:**

- 1. The recommendations of the Trim Road EA Study, prior to the preparation and filing of an Environmental Study Report (ESR) for the realignment and widening of Trim Road from Regional Road 174 to Innes Road, modifications to the Trim Road/RR 174 intersection, and modifications to sections of St. Joseph Blvd/Queen Street and Innes Road in the vicinity of Trim Road, as detailed in this report;**

**2. The preparation of a Regional Official Plan (ROP) Amendment pertaining to the recommended new alignment of Trim Road.**

CARRIED

3. SOUND ATTENUATION ON MARCH ROAD -  
MORGAN'S GRANT AND BRIARBROOK  
- Councillor Alex Munter's report dated 30 Mar 98

**That Transportation Committee recommend Council approve the sound attenuation measures as outlined by regional staff to address noise issues, and that funding for these measures come from within the previously-approved budget for the March Road project.**

CARRIED

4. MARCH ROAD RECONSTRUCTION - PHASE II SOLANDT TO KLONDIKE ROAD  
- ACCESS TO 525 MARCH ROAD  
- Director, Engineering Division report dated 8 April 1998

Jim Miller, Director of Engineering advised that the agreement between the Kanata Klassic Bowl and Capricorn Data did not take place and staff have therefore prepared an option (Figure 4) for the committee's consideration.

*Stu Moxley, City of Kanata* advised that the City does not support median breaks on Regional roads, except at fully signalized intersections. He advised that March Road carries a tremendous volume of traffic and businesses want assurance their employees can readily get to work and that the roadway is there for their use. While he recognizes there are businesses that are impacted by a median, they should have right-in/right-out access.

*Janice Swatton, Capricorn Data*, spoke to committee with respect to their request for a second option which had been recommended in February of this year, which has a break in the median to provide access to their property. Capricorn Data would be willing to share the cost of any maintenance for that break and stressed that the building they are located in has been there for several decades, before any other businesses were built and have always enjoyed full access until now. She emphasized there will not be a tremendous amount of traffic using their access, but they still need it.

Discussion arose on the median opening to some businesses south of this location and it was questioned why these have been permitted while the one at Capricorn Data has been denied. Staff advised that very little traffic uses the break and so there is little potential for collision. The Director of Mobility Services added that the break at that location was agreed to by committee and Council, in the environmental assessment process; however, he strongly recommended not providing such access again because it is not a wise use of the median. He stated that if committee wants to create an access on March Road, it

should be concerned about the potential for demands from other businesses along March Road; if an access is provided through the median, there is also a potential for new development to occur and this brings a greater potential of conflict.

Questions arose on process and at what point the medians had become part of the roadway reconstruction design. Staff confirmed they were part of the original environmental study report to address safety issues and capacity. Councillor Legendre noted the median is now in place in front of 525 March Road, although there is a temporary break at this business until the issue has been resolved. He believed the median could remain open and be closed later on if there are safety problems. The Commissioner advised that the median break could not be put in now without redesigning the road.

Councillor Cantin noted staff's proposal in Figure 4, but felt it was somewhat extensive when the same access could be provided without such an extreme modification. Staff indicated that it provides for two-lane capacity plus a safe left-turn into the northbound lane. The councillor noted the proposal to widen the median will allow safe storage of northbound vehicles, but questioned why this could not be accommodated by widening the other side of the road instead. Staff indicated that construction on that side of the road is already complete - utilities have been relocated, curbs have been pored and the sidewalk is now under construction. Councillor Cantin was quite distressed to hear this information because he recalled being told by staff previously that nothing would be done until the issue of a median break for Capricorn Data was resolved. The Commissioner advised that the contract was awarded and staff were never given instruction to stop that process and incur the additional cost.

Councillor Legendre proposed that the median break in front of the entrance/exit to 525 March Road remain in place; that it be unsignalized and that the reconstruction be completed with no other road widenings or median changes.

*David Makin, President, March Rural Community Association* was opposed to a median break at this location, citing the fact that March Road is the community's main arterial connection and is also used by school buses transporting children to and from school. He stated there are buildings and residents on this road that are far older than any of the businesses there today and the people of the community have participated in this planning process for many years. He believed the actual number of people who will access 525 March Road via the median break would be minimal and realized that staff were recommending against a break because of the travelled speed of the road. He therefore felt the accident potential is too great to even consider a break at this location. He pointed out the owners of Capricorn Data knew when they bought the property that there would be a median down the length of the road in front of their business and yet still bought there.

Councillor Cantin proposed:

*That access through a median at 525 March Road be maintained;*

*That staff undertake the work described on Figure 4 and on page 29 of the report save and except the traffic control signals;*

*That Capricorn Data agrees to pay \$50,000 towards the project;*

*That Capricorn Data agree that, should development occur on the site and traffic control signals be required, they would fund them at that time.*

Mrs. Swatton was in agreement with this proposal.

Councillor Munter noted the additional costs associated with a median break and wanted assurance that approval of this would not jeopardize the installation of noise attenuation fencing at Morgan's Grant which will also be paid for as part of the road reconstruction. If there was any chance one might suffer over the other, he preferred the fencing was done first. Staff advised that if committee approves the break, staff would request approval from Council for an increase in the funds for the road reconstruction to cover both projects.

*Allan Whitton, Kanata Klassic Bowl*, clarified that he has spoken with Regional staff and the Royal Canadian Legion about the possibility of a shared access for three properties in this location. He concurred that several months ago there was a verbal agreement with the Legion to this effect; however, it fell through and they are still negotiating on that basis. He concurred they had provided Capricorn Data with a letter indicating that subject to a definitive agreement they could provide access; however in the interim, they were approached about the possibility of converting their building into office space which is something they are currently investigating. In addition, Kanata Klassic Bowl also has an agreement of purchase and sale for the property to the west, which has direct frontage onto Hines Road. He indicated that if there was a willingness to provide Regional dollars to the access to Capricorn Data, would there also be funds available to assist the construction of the access onto the Royal Canadian Legion property which would be shared by them and another nearby. If that was the case and if their premises were converted to office space, consideration should be given to providing funds for the access onto the Legion which could potentially assist Capricorn Data with an access.

In response to his last comments, the Commissioner advised that any changes after the approval through the full public process are paid for by the proponents. Staff further advised that it has not been the Region's practice to get involved with such development proposals.

Based on the last delegation's comments about a possible shared access, Councillor Munter believed there is still a good chance an agreement can be reached between Capricorn Data and Kanata Klassic Bowl.



Councillor McGoldrick-Larsen questioned where capital monies would go to if they were not spent as part of the March Road reconstruction. The Commissioner advised that any net "plus" is sent to the Finance Department and their recommendation usually is to apply those unused funds to reduce debt. The councillor noted the safety concerns expressed by staff with respect to capacity and questioned what the volumes of traffic are currently on the road and how they would compare to other major Regional roads. D. Brousseau stated those volumes are not yet comparable to those on other major roadways, but stated they would be in the future because the traffic will double before the year 2003. The councillor could not support a median break based on these facts and the fact it would set a precedent for other businesses to request the same treatment.

Councillor Kreling reminded committee there has already been ample public consultation and meetings to discuss this issue and he did not believe it appropriate to make alterations to the median now, so late in the process. It is unfortunate that one property is affected adversely because they do not have the same access they have today, but he presumed there would be some improvement for them given the upgrade of the road.

Councillor Legendre could not accept the argument about safety because there are some median breaks existing for businesses immediately south of Solandt Road. He realized these were approved during a time when the process would allow it, however, now a business will suffer and it seems nothing can be done, which he found to be unacceptable. He agreed there was no need to fix the problem at such a high cost and opted to withdraw his Motion in favour of the one put forward by Councillor Cantin.

Moved by R. Cantin

**That access through a median at 525 March Road be maintained;**

**That staff undertake the work described on Figure 4 and on page 29 of the report save and except the traffic control signals;**

**That Capricorn Data agrees to pay \$50,000 towards the project;**

**That Capricorn Data agree that, should development occur on the site and traffic control signals be required, they would fund them at that time.**

LOST

YEAS: R. Cantin, J. Legendre....2

NAYS: M. Bellemare, W. Byrne, L. Davis, C. Doucet, D. Holmes, H. Kreling  
M. McGoldrick-Larsen, M. Meilleur....8

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

RECEIVED

5. TRAFFIC CALMING PRIORITY RANKING POLICY

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

While he agreed with the intent of the report, Councillor Doucet believed it would be premature for the committee to receive it at this time, and preferred that public input be sought prior to the committee's consideration of ranking traffic calming requests.

Moved by C. Doucet

**That the report be sent out for public consultation; to return to the Transportation Committee with a final report for 30 October 1998 in order that the conclusions may be integrated in the 1999 budget discussion.**

CARRIED as amended

6. TRAFFIC CALMING - BUDGET PRIORITIES

- Director, Mobility Services and Corporate Fleet Services report dated 6 Apr 98  
- deferred on 6 May 98

Councillor Meilleur proposed that Murray Street be included for a traffic calming study. D. Brousseau strongly recommended against a study on the road by itself because the surrounding neighbourhood should also be taken into consideration. With respect to this, he remarked that this is the type of policy issue the committee should consider as guidance to staff.

Councillor Byrne expressed some concern in defining the difference between neighbourhood and quarterly studies and requested clarification as to why the terms of reference for the Parkdale and Island Park Studies were so different. The Director of Mobility Services explained that Parkdale was a neighbourhood study, although it did concentrate more on operational aspects than traffic calming aspects. He added that traffic calming changes are the vertical measures or physical changes to the roadway whereas operational changes are more regulation. The councillor was somewhat concerned about the amount of money that will be allotted for a traffic study of Woodroffe Avenue and suggested it could be done for less than that proposed since it would not be as extensive as a full neighbourhood study. The Director responded by stating the terms of reference usually expand and the community usually want to see more done as opposed to less. In response, the councillor believed setting such a high amount could very well price the study out of the range of committee and suggested costs should be estimated after there is more information from the community as well as the draft terms of reference.

Councillor Davis believed that the reason a pilot study was approved by the committee and Council several months ago was to determine what the community wanted in a traffic calming project. She maintained that rather than spending money on new studies, staff should concentrate on the pilot studies instead. The Director explained that committee

should not have the impression staff is not proceeding with the pilot projects and clarified that the budget approved by Council last week provides sufficient funds for those pilot projects. The councillor was seeking assurances that the pilot project for Kirkwood Avenue would proceed in 1998 because she understood there is work to be done on a watermain in that road and she did not want that work to delay the pilot. Staff advised they could not promise that because the watermain was not set to proceed immediately and they did not believe the committee would want the road torn up twice.

Since the watermain will not be constructed soon, it was suggested the money for the pilot project for Kirkwood Avenue be saved and held until 1999. Councillor Davis agreed with this proposal.

Moved by M. Meilleur

**That a Traffic Calming Study be done on Murray Street from Sussex Drive to King Edward Avenue, along with the effect traffic calming will have on the neighbouring streets.**

CARRIED

Taking into consideration the above Motion, Councillor Doucet proposed the following:

Moved by C. Doucet

**That the Transportation Committee recommend that Council approve the requested traffic calming studies for Woodroffe, Glebe-Ottawa East - Ottawa South and Murray Street, with the terms of reference to be defined by a steering committee composed of community members, Regional and City councillors, with a Regional staff employee assigned to support the role of the committee. These terms of reference would come to the Transportation Committee for approval no later than 1 October 1998.**

CARRIED

The Director advised the Department does not have the resources to do this work and suggested hiring a consultant to help speed up the process.

Moved by L. Davis

**Whereas the reconstruction of Kirkwood watermains delays the implementation of the Council-approved pilot project, that the financial commitment and funds sufficient for the traffic calming pilot project on Kirkwood Avenue be reserved and carried over into the 1999 budget for its implementation.**

CARRIED

D. Brousseau explained that the Region would not be able to proceed unilaterally without the co-operation of the municipality because they may not have the resources to put towards this project for roads that are within their jurisdiction.

Councillor Davis questioned when the Island Park/Kirkwood/Churchill Traffic Calming Study will be coming before committee and D. Brousseau responded by stating staff hope to have the designs prepared by July, consultation to take until August, tenders put out in September and the construction to commence before winter. The councillor requested that her office be advised of any changes in that process.

7. BELL CANADA - TELEPHONE BOOTH ADVERTISING

- Director, Mobility Services & Corporate Fleet Services report dated 14 Apr 98

The Committee received written comments from the Hintonburg Community Association, the Centretown Citizens' Community Association and the Women's Action Centre Against Violence.

The Director of Mobility Services and Corporate Fleet Services, Doug Brousseau, indicated Bell and its agent, International Media Advertising (IMA) Inc., have requested permission to install telephone booth advertising on the Regional right-of-way. There are sixteen booths under consideration, but it was not known whether all would be candidates for such advertising. He acknowledged that downtown Business Improvement Areas (BIA's) and community associations have been contacted and there has been no truly negative feedback from them in response to this proposal.

*Rick Armstrong, IMA Inc.*, indicated that Bell looked at this proposal strictly because of the marginal booths which do not generate a lot of use. A survey was conducted with respect to the security of such booths and the overwhelming majority of women who responded, supported the use of lit panels in phone booths because of the greater sense of security offered. The guidelines referred to in the staff report have already been adopted by Bell and the booths to be converted are located in commercial areas of high traffic and pedestrian volumes. Mr. Armstrong further indicated that Bell has a mandate to work closely with communities and where a phone booth has been troublesome in the past, it will be removed. He went on to state that Bell has also ensured that the new booths will have clear glass panels for the full surround to ensure a more secure facility. He believed that the guidelines Bell has and the additional lighting from the panels have largely met the concerns raised by some groups.

Councillor Davis expressed her surprise this report had come forward without prior public consultation. She acknowledged that several BIA's had been consulted, but was of the opinion that the public in general should have had an opportunity to comment before the report was presented to committee. D. Brousseau advised that only sixteen phone booth locations are being reviewed and only a fraction of those would have the potential for the advertising panels. The councillor was dissatisfied with this response, suggesting the affected Regional councillor should have received a copy in advance, so that an advance

circulation to interested groups could have taken place. She indicated her preference to be part of the process from the beginning.

Councillor Davis further inquired why the written comments from the BIA's were not included, as has been done in past staff reports; she believed it would be helpful to know which BIA's have been in support and what their specific comments were. Staff indicated the comments were summarized in order to avoid a more lengthy report.

Councillor Meilleur suggested that when reports of this nature are being prepared, there should be advance consultation with women's groups such as the Women's Action Centre Against Violence because these are the types of groups that are in danger of such a proposal. She was concerned that if committee approves advertising on a small number of telephone booths, it may be difficult to turn down a request to include the panels on others.

*Angela Ierullo, a resident of centretown*, addressed the link between sheltered phone booths and criminal activity because the occupant(s) of the booth cannot always be seen. Although she realized the proposal was for a small number of booths, she felt it would only contribute further to the degradation of communities and she stressed that the issue should be looked at as a whole for all of the Region and not just downtown areas. She firmly believed that preventative measures should be in place to protect communities. Ms. Ierullo agreed there should have been more public consultation and suggested that if the BIA's were aware of all the facts, they too would oppose this venture. She recalled an example where advertising was permitted on phone booths in a district of Toronto. The local police objected to this because enclosed booths were already creating problems for them because of vandalism and criminal activity and they felt the addition of advertising panels would only encourage that behaviour.

As outlined in the report, Councillor Legendre noted that Bell will use this venture as a means of generating revenue to maintain telephone booths in some areas, but did not see their commitment to necessarily keeping those booths. Mr. Armstrong indicated he could not speak for Bell, but related what he knew from their policies. He advised that Bell will put a phone booth in only if it is safe to do so and will remove it just as easily if problems occur. He confirmed that these units must be as maintainable as any other phone booth. The councillor questioned whether IMA would consider starting the panels at ground level and going up several feet, as opposed to what is being proposed. Mr. Armstrong indicated there are site guidelines to assist both users of the telephone and passersby and he did not believe such a small area would be advantageous to the advertiser.

Councillor Legendre noted the comment from OC Transpo that "third party advertising not be permitted" and he did not support a position that would protect one advertiser against another. Therefore, he did not appreciate the wording of Criteria 1(c) which reads: "IMA advertising panels shall not be placed .....1c) adjacent to a bus shelter, bench or kiosk with existing advertising."

Councillor Holmes removed herself from the Chair so that she could speak to the item. Councillor Legendre assumed the Chair for this period.

The councillor voiced her strong opposition to this proposal. She believed that when staff first commenced the preparation of the report, they may not have fully understood the impact this would have for women in the downtown and to what degree telephone booths are used inappropriately in many areas. She noted that some of the booths are double ones that back against a building and if there are advertising panels on both sides of those booths, there will be no visibility for the person in the booth or for the person walking by. She acknowledged occasions when Bell has been requested to convert some booths to a more open style which discourages the use of that booth for criminal activity. She was concerned that once Bell has a contract with an advertising company, they would be locked into their agreement and would not be able to remove the booth or change it to a different style and it appears as though some booths will be more suited to the advertiser than the user. She also indicated that the location of some of the booths will not encourage women to use them because their visibility will be greatly reduced. She did not support the staff report, but proposed an amendment to 1a) of the Approval Criteria to include "and the Regional Councillor for the area". Staff concurred with the amendment.

Moved by D. Holmes

**That 1a) of the Approval Criteria for advertising panels be amended to include "and the Regional Councillor for the area" to read as follows: 1a) without site specific authorization from the Environment and Transportation Commissioner and the Regional Councillor for the area;"**

CARRIED

**That the Transportation Committee recommend Council approve, as amended the Region entering into an agreement, in the general form of the agreement attached as Annex B, allowing Bell Canada to place backlit advertising panels on telephone booths located on Regional roads.**

LOST

YEAS: M. Bellemare....1

NAYS: W. Byrne, R. Cantin, L. Davis, C. Doucet, D. Holmes, H. Kreling  
J. Legendre, M. McGoldrick-Larsen, M. Meilleur....9

8. **NORTEL CARLING CAMPUS EXPANSION - PROPOSED MODIFICATIONS TO MOODIE DRIVE (REGIONAL ROAD 59) AND HIGHWAY 417 INTERCHANGE**  
- Director, Mobility Services and Corporate Fleet Services report dated 11 May 98

In response to a concern raised by Councillor McGoldrick-Larsen, staff confirmed the double right-turn lane from Highway 417 onto Moodie Drive will ensure there is no

queuing back onto the Queensway and that this design will accommodate future traffic projections.

Councillor Legendre suggested an amendment to the report that a direct taper be incorporated at the intersection of Moodie and the Highway 417 eastbound on-ramp. He indicated the design had been a prime concern for cyclists who spoke to the issue last year and he wanted to ensure the safest situation possible. Doug Brousseau, Director of Mobility Services advised that the Ministry of Transportation owns the interchange and although the change would be beneficial to cyclists, it is a cost that the Region would have to bear. The Director added that the proposed design before committee is contingent upon completion of Phase II of the Nortel development.

Councillor Kreling was concerned that the proposed amendment appears to imply a change in the staff recommendations and therefore an additional cost to Nortel. He viewed it as more of a stand-alone Motion that should be voted on apart from the recommendations before committee.

**That the Transportation Committee recommend Council approve:**

- 1. The endorsement of the functional design for the modifications to the interchange of Moodie Drive and Highway 417 as shown in Annex B, and;**
- 2. A communication to the Ministry of Transportation Ontario (MTO) expressing Council's desire to require Nortel to implement this design when they decide to proceed with Phase II of the Carling Campus Expansion.**

CARRIED

Moved by J. Legendre

**That the intersection of Moodie Drive northbound and Highway 417 eastbound on-ramp be modified to a direct-taper design in order to provide a continuously safer corridor for cyclists.**

CARRIED

**ADDITIONAL ITEM**

- 9. RED LIGHT CAMERAS**  
- letter dated 27 Apr 98 from D. McGuinty, MPP

*Terry Phillipe*, emphasized the importance of red light cameras to the safety of pedestrians crossing at high-volume intersections. She hoped this technology will be used as evidence

against the motorists and suggested that any money generated from a conviction should be used to assist victims and their families.

The Committee Chair explained that a private members bill is being proposed that requires municipalities to use the fines collected to maintain the use of the cameras or to improve traffic safety at intersections.

Councillor Bellemare questioned who will be targetted at intersections with these devices - the driver or the owner of the vehicle and staff advised it will be the owner of the vehicle, with the fine to be collected in the same manner as a parking fine. The councillor suggested the Motion brought forward by Mr. McGuinty states otherwise and proposed to change the term "motorists" in the closing statement to "owners of vehicles" to ensure they can be prosecuted.

Councillor Bellemare further expressed some concern about the use of collected fines and the cost recovery program. D. Brousseau explained that one approach to installing these at no cost to the tax payer would be a cost sharing arrangement. Although this would generate a bit of revenue, once this process starts to work the revenue would drop off because there will not be as many people running red lights for fear of being caught. The Commissioner emphasized that the object of red light cameras is not to generate revenue, but to increase safety at intersections.

Moved by M. Bellemare

**WHEREAS there are over 50,000 motor vehicle collisions at intersections throughout Ontario every year;**

**WHEREAS red light cameras can dramatically assist in reducing the number of injuries and deaths resulting from red light runners;**

**WHEREAS the installation of red light cameras at dangerous intersections has proven to be successful in Australia, Germany, Netherlands, Norway, Sweden, Switzerland, Singapore and the U.K.;**

**WHEREAS there is a shortage of Police Officers;**

**WHEREAS the collisions at these intersections are resulting in serious injury to pedestrians, cyclists and motorists;**

**WHEREAS the provincial government has endorsed the use of a similar camera system to collect tolls on Highway 407;**

**WHEREAS mayors and concerned citizens across Ontario have been seeking permission to utilize red light cameras;**



**WE the undersigned, petition the Legislature of Ontario as follows:**

**That the Government of Ontario support the installation of red light cameras at high collision intersections to monitor and prosecute owners of vehicles that run red lights.**

CARRIED as amended

**INFORMATION PREVIOUSLY DISTRIBUTED**

1. **LIGHT RAIL PILOT PROJECT: PROGRESS REPORT NO. 2**  
- Director of Policy and Infrastructure Planning memo dated 6 May 98

At the request of Councillor Doucet, the committee agreed to place this item on the agenda for the next meeting for discussion.

**INQUIRIES**

**Visibility of Traffic Control Signal**

Councillors Cantin and Legendre raised a concern about the pedestrian crossing on Wellington Street in front of the Chateau Laurier. Apparently, motorists travelling westbound do not see the red signal light and proceed through the intersection when pedestrians are crossing. This is a safety concern that should be investigated and a solution might be to erect a sign at eye level so motorists realize they are not to travel through the intersection.

**MTO Discussion Group**

The Committee Chair questioned whether the Commissioner had any details on the Minister of Transportation's invited discussion group on transportation in Ontario. The Commissioner indicated he knew very little, but that no one from Ottawa-Carleton was invited to participate. The councillor noted there were no cyclist or pedestrian advocate groups invited and suggested the Regional Chair write the Ministry with a request that a representative from the RMOC, preferably a Councillor, be invited to attend. The committee agreed with this direction.

Policy Session

The Committee agreed to reschedule their Policy Session from 17 June to 15 July at 9:00 a.m. with a regular committee meeting at 1:30 p.m.

ADJOURNMENT

The meeting adjourned at 6:15 p.m.

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CO-ORDINATOR

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CHAIR