

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

20 NOVEMBER 1996

4:30 P.M.

PRESENT

Chair: R. Cantin

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

CONFIRMATION OF MINUTES

**That Transportation Committee approve the Minutes of the meeting of 6 November 1996.**

CARRIED

SPEED ZONING

1. HUNT CLUB ROAD (REGIONAL ROAD 32)/WEST HUNT CLUB ROAD - SPEED ZONING

- Director, Mobility Services & Corporate Fleet Services report dated 31 Oct 96

D. Brousseau, Director of Mobility Services and Corporate Fleet Services gave a detailed overview of the report, emphasizing the qualities of Hunt Club Road which make it like no other road in the Region. He indicated it was designed as a major Regional arterial, its main purpose to move traffic and this key facility connects Highway 417 to Highway 416 and provides access to the business parks and industrial developments located throughout the southern fringes of the Region.

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- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
  2. Reports requiring Council consideration will be presented to Council on 11 December 1996 in Transportation Committee Report 41.

Mr. Brousseau stressed the purpose of the staff recommendations is to make Hunt Club Road safer and the intent of speed zones are to create appropriate limits that will be recognized by motorists as the safest speed at which to travel on a given roadway. The Committee reviewed a number of slides illustrating the characteristics of Hunt Club Road from Cedarview Road in the west to Hawthorne Road in the east and the Director noted there is not a lot of development along most of its length and it has very few private accesses. Mr. Brousseau pointed out there is no side-street activity and the road itself is far-removed from residential areas by berms or wide boulevards. With respect to motorists travel, he indicated there is virtually no compliance with the posted speed limit and this point was illustrated through a video which clearly revealed the true speed people were driving on all sections of Hunt Club Road; he explained this was a reflection of the driver's comfort to drive at that speed on this road.

The Director stated the proposed speed zones on Hunt Club Road will achieve the safest speed for all road users and will reduce some of the unsafe situations that currently occur such as frequent lane changes and tailgating. He went on to state that when speed zones are considered, staff address safety first, taking into consideration a variety of aspects such as the number of private/commercial driveways along the roadway, the presence of medians, parking and pedestrian activity, geometry and accident history. In this instance, the accident rate is higher than it should be and staff believe the implementation of an appropriate speed limit will reduce those statistics.

Mr. Brousseau further noted that the Ottawa-Carleton Regional Police are in support of the staff recommendation because they are concerned about safety and artificially low speed zones. The City of Nepean does not support the recommendation due to the noise caused by traffic, but the Director assured committee this will not be affected by a different posted speed, reiterating the fact motorists will drive at a speed they feel comfortable. He confirmed the noise mitigation along Hunt Club Road meets the requirements of the Environmental Study Report and noise levels are actually less now than before the berm was installed. He indicated that City of Ottawa staff feel cyclists may find the proposed speed limits uncomfortable and as was suggested by RCAG, this will create the impression the Region is deviating from the cycling guidelines in that they may not find this an attractive route to use.

He emphasized several times that travelling at the existing posted speed limit creates a hazard and staff maintain there must be a speed limit established on Hunt Club Road that motorists will adhere to.

Councillor Davis was concerned that the rationale for raising the speed limit in this situation could be used on other roads such as Kirkwood Avenue, but staff advised this is not the same type of road and in any case, speed zones on streets such as Kirkwood Avenue which are within a community, should be maintained and enforced at 50 km/h. In

this instance, however, staff do not believe it is a wise use of resources to enforce artificial speed limits.

Councillor Meilleur was concerned about the proposal to increase the speed limit on Hunt Club as it approaches Bank Street, because it is a very busy street and is controlled by traffic signals. The Director advised there are many locations throughout Ottawa-Carleton with signalized intersections on roadways with speeds in excess of 70 km/h, and therefore did not perceive this to be a problem for motorists. He clarified that a speed zone study entails measuring the number of vehicles travelling at a certain speed where they have the choice to do so - in this situation, as motorists approach Bank Street during the rush hour, they will be unable to travel in excess of 70 km/h because of the congestion that exists during that period.

The Committee was advised that Councillor Beamish, on behalf of Councillor Stewart, proposed deferral of this item, pending public consultation. The Councillor explained the reason she wanted the item deferred was because the speed on a portion of Hunt Club in her ward is proposed to increase drastically (from 50 km/h to 70/80 km/h) and she wanted her community to have the opportunity to review and comment on the implications of such an increase.

Councillor Pratt argued strongly against deferral, noting this issue has been before Nepean Council for consideration. D. Brousseau added this issue has received a lot of media attention over the past few weeks. In response to the Councillors' concerns that the issue be dealt with before the onset of winter, the Director advised this was not a concern, although there was more risk the longer the existing speed zone remains unchanged.

Councillor Holmes support deferral because Councillor Stewart should get feedback from her community, particularly in view of the suggested speed increase. She suggested a good way to ensure the community is advised of such issues, is to erect informative signs in the area as is done for intersection modifications and proposed traffic control signal installation.

Councillor Meilleur also supported deferral, but suggested the people who wanted to speak to the Committee should be allowed to do.

Moved by M. Meilleur

**That attendants who want to do their presentations today be permitted to do so.**

CARRIED  
(D. Pratt dissented)

Moved by D. Beamish

**That this item be deferred until 15 January 1997 to allow for community consultation.**

CARRIED  
(D. Pratt dissented)

GENERAL

2. PROVINCIAL HIGHWAY TRANSFERS

- Environmental and Transportation Commissioner report dated 5 Nov 96

Councillor Kreling questioned whether there was an indication when the Region might hear back from the province on the issue of the funding for the maintenance of the proposed transfer of roads.

The Commissioner advised a recent letter from the Ministry of Ontario (MTO) indicates they have allocated for capital and maintenance purposes for the roads listed for a total of just over \$1.3M. He noted staff had to ask the Ministry for information on how this was calculated, but the province has been uncharacteristically reluctant to give such information on what criteria was applied for the roads to be transferred to the Region. He believed the proposed maintenance compensation, which is unofficial at this time, is insufficient for the Region's needs. Staff have the numbers that have been applied to other areas and they are equal to their total annual budget.

The Councillor noted the Region recognizes the difficulty it has providing road maintenance within the context of the roads and the funding avenues available, without some assistance from the province to help the transitions smoothly and local and regional areas will experience a problem with these transfers. He believed the resolution proposed at Annex D enunciates that concern and also seeks the support of other municipalities and regions who will find themselves in that situation.

The Commissioner emphasized the transfer of road sections is not unusual and staff believe it is entirely reasonable to rationalize the road system; however, staff do not agree that some of the suggested transfers (e.g. Highway 17), should qualify under the rules for transfer, because it is part of the Trans Canada Highway system.

Councillor Cullen suggested the text of the resolution attached at Annex D be made part of the recommendation going forward to Council, and not just as an attachment with the report. The Committee Chair suggested that if this were to happen, he would propose an amendment to the second-last paragraph of the resolution to read as follows:

And be it further resolved that the Council of the Regional Municipality of Ottawa-Carleton urge the Province of Ontario to dedicate an adequate portion of the existing fuel taxes and licencing fees towards the

maintenance of the Provincial Highway system as well as municipal road network.

He stated that he would prefer to move the resolution as a Motion at Council and agreed to send it with the report to Council as a Motion. He believed it needed to be highlighted and sending it just as a resolution rising from committee does not give it the profile he would want it to have.

Moved by A. Cullen

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

**WHEREAS the Ministry of Transportation has notified the Regional Municipality of Ottawa-Carleton that on April 1, 1997, some 200 lane kilometres of Provincial Highways will be transferred to the RMOC Regional Road System;**

**AND WHEREAS the funds to be provided in recognition of the immediate capital and maintenance needs of these highways appears grossly insufficient;**

**AND WHEREAS no Provincial funding is to be provided for the ongoing maintenance of these highways except for one year;**

**AND WHEREAS Provincial funding for the present RMOC Regional Road System is being continually reduced;**

**AND WHEREAS the municipal tax base in the Regional Municipality of Ottawa-Carleton cannot support the cost of maintenance of these highways in addition to present demands on the Regional taxpayers;**

**NOW THEREFORE BE IT RESOLVED THAT the Regional Municipality of Ottawa-Carleton petition the Province of Ontario to provide for an adequate source of funding for maintenance of the municipal road network, either through a renewed program of Provincial subsidy or by reducing or assuming some of the other financial demands on the regional tax bill;**

**AND BE IT FURTHER RESOLVED THAT the Council of the Regional Municipality of Ottawa-Carleton urge the Province of Ontario to dedicate part of the existing fuel taxes and licencing fees towards the maintenance of the Provincial Highway system as well as municipal road network;**

**AND THAT THIS RESOLUTION be conveyed to the Association of Municipalities of Ontario (AMO), all other counties and regions associations and to the Councils of the major urban centres in the Province of Ontario.**

CARRIED

3. MINISTRY OF TRANSPORTATION RESPONSE RE STOP/ARRÊT SIGNS  
- Co-ordinator, Transportation Committee report dated 4 Nov 96

Councillor Bellemare spoke briefly to the Committee, stressing that Council should reiterate its position on the issue of bilingual traffic signage. He proposed a Motion to this effect. He explained his rationale for referring this issue to the Who Does What panel, because that body is generically looking at the issue of the French Languages Services Act (FLSA) and how it applies to provincial services and assets. Being that provincial highways are provincial assets, Councillor Bellemare stated that in the event of a transfer to a municipality, in which case, municipalities are not subject to the FLSA, there is a dilemma for the province in that there is a transfer of highways and yet, he believed there is a covenant attached to that asset. He stated the province has a covenant with its population when it comes to services, which has taken the form of the FLSA, which applies to services in certain areas designated as bilingual in Ontario. He believed it was incumbent upon the province to ensure those services are maintained on the same level and quality in the event of their transfer to a municipal jurisdiction and urged that committee move and support his Motion.

Chair Cantin strongly opposed the use of words on traffic signs and would not support the Councillor's request in this regard, although he was in favour of part of the Motion that referred to continual highway signage. He emphasized it was not an issue of language, but an issue of helping people get around. When he suggested the Motion be split for voting purposes, Councillor Legendre explained it would be difficult to do so simply because of the way the Motion was set out; the Committee Chair indicated his intent to put forward an amending Motion at Council.

Moved by J. Legendre

**WHEREAS in June 1996 Regional Council unanimously adopted a motion urging the Government of Ontario to permit bilingual stop signs and ensure continued bilingual traffic signage where it presently exists in all jurisdictions designated as bilingual under the Ontario French Language Services Act;**

**AND WHEREAS the Ministry of Transportation in a letter dated September 26, 1996, responded by stating that it did not, at that point, intend to put forward any amendment to the French Language Services Act or to any other related legislation to address concerns about maintaining bilingual signage along provincial roads transferred to municipalities;**

**NOW THEREFORE BE IT RESOLVED THAT the Regional Municipality of Ottawa-Carleton strongly reiterates its position on these two issues and calls upon**

**the Government of Ontario to review its stand and specifically refer these issues to the Who Does What panel;**

**AND FURTHER BE IT RESOLVED THAT a copy of this motion be sent to the Government of Ontario, the Who Does What panel, all Ontario MPPs and municipalities.**

CARRIED as amended  
(R. Cantin dissented)

INQUIRIES

NCC Presentation to Committee re Champlain Bridge

Councillor Davis requested whether or not the NCC Chair intended to proceed with polling on the Champlain Bridge issue.

ADJOURNMENT

The meeting adjourned at 5:40 p.m.

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CO-ORDINATOR

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CHAIR