

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

21 JUNE 2000

1:30 P.M.

PRESENT

Chair: D. Holmes

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

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 7 June 2000.

CARRIED

ROADWAY MODIFICATIONS - PUBLIC HEARINGS

1. CARP ROAD AND MARCH ROAD - TRAFFIC CONTROL SIGNALS
AND INTERSECTION MODIFICATION

- Director, Mobility Services and Corporate Fleet Services report dated 31 May 00

Having held a public hearing, that the Transportation Committee recommend Council approve:

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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 28 June 2000 in Transportation Committee Report 65.

1. **the installation of a traffic control signal at the intersection of Carp Road (Regional Road 5) and March Road (Regional Road 49), and;**
2. **in conjunction with Recommendation 1, the proposed roadway modifications as shown in Annex B.**

CARRIED

2. ROADWAY MODIFICATIONS ON WEST HUNT CLUB ROAD - MERIVALE ROAD TO A POINT 255 M EAST - SPRINGCRESS DEVELOPMENT SITE
- Director, Mobility Services and Corporate Fleet Services report dated 1 Jun 00

Having held a public hearing, that the Transportation Committee recommend Council approve the construction of roadway modifications on West Hunt Club Road from Merivale Road to a point 255 m east of Merivale Road, subject to the proponent, Springcress Properties Incorporated:

1. **funding the total cost of the roadway modifications plus any associated utility relocations; and,**
2. **executing a legal agreement with respect to the above.**

CARRIED

3. MODIFICATIONS AT HWY. 417 WESTBOUND OFF-RAMP/PINECREST ROAD
- Director, Engineering Division report dated 5 Jun 00

Having held a public hearing, that Transportation Committee recommend Council approve the preliminary design for the proposed modifications at the Highway 417 westbound off-ramp/Pinecrest Road intersection, as illustrated on Annex 'B' to:

1. **Provide a dedicated westbound approach bus lane at the intersection;**
2. **Relocate the northbound right-turn movement to Pinecrest Road and remove the existing right-turn channelization lane.**

CARRIED

4. HAZELDEAN ROAD AT IBER ROAD - PROPOSED TRAFFIC CONTROL SIGNALS AND ROAD MODIFICATIONS

- Director, Mobility Services and Corporate Fleet Services report dated 31 May 00
- RCAG submission dated 20 Jun 00

Councillor Doucet referred to the submission from the Regional Cycling Advisory Group and requested a staff comment on the following recommendations the Group proposed:

1. That the 70 km/h speed zone be moved east to a point before the Hazeldean and Iber intersection.
2. That the bike shoulder/lanes be designed continuous throughout the project and to include sections not being widened to be funded from rural signals (i.e. not from CFIP).
3. That all bike shoulders be designed as bike lanes on the left of all right turn lane pockets and to include even those pockets not being widened.

Greg Kent, Safety and Traffic Studies Engineer advised that the majority of motorists (85th percentile) travel 80 km/h or more through this area and unless there was vigorous enforcement of a lower speed limit, they would still drive at that accelerated speed. He maintained therefore, that it would be inappropriate and unsafe to extend that reduced speed zone. With respect to the recommendations about cycling lanes, he advised that Council's policy is to improve cycling facilities when roadway modifications are carried out, but not to extend the facility beyond the project limits. Further, the funds that would be required to do this, would have to come from the budget for traffic control signals.

Having held a public hearing, that the Transportation Committee recommend Council approve:

1. **the installation of traffic control signals and associated roadway modifications at the intersection of Hazeldean Road and Iber Road (as illustrated in Annex E) where the Township of Goulbourn share the costs associated with the installation of the traffic control signal with the Region as per the conditions adopted by Council on 26 April 2000 regarding the installation of unwarranted traffic control signals in rural areas; and,**
2. **roadway modifications on the north side of Hazeldean Road between Fringewood Drive and Cedarow Court (as illustrated in Annex F).**

CARRIED

5. MODIFICATIONS AT JEANNE D'ARC BOULEVARD/REGIONAL
ROAD 174 INTERCHANGE INTERSECTION

- Director, Engineering Division report dated 5 Jun 00

In the construction plans for the sidewalk for the westbound bus ramp, Councillor Cantin hoped staff would consider the fact that OC Transpo is moving one of the bus shelters from Bayshore to this site and that there will be enough length to accommodate it without having to go back into other construction later on. Staff confirmed this is the case. The councillor acknowledged that the proposal to improve the lighting in the general area at the same time will provide more protection for transit users. He commended staff for these solutions to what has been a problematic area for pedestrians.

Councillor Kreling noted that there is a bus stop at the proposed new right-turn lane and he wondered whether there would be a conflict between vehicles wishing to make that turn and buses stopping to pick up or discharge passengers. Staff advised that the bus stop will be relocated to the north to provide a standard stopping distance for the bus which would be stopped in the bus lane; therefore, vehicles will be able to turn around the stopped bus.

Lois Smith suggested that audible pedestrian signals (APS) be installed at this location because of the number of visually impaired individuals who use this particular intersection. The Director of Mobility Services advised that staff will make every effort to install APS at this location.

Councillor Legendre commented on the unnecessary details in the drawings and how it makes the picture difficult to understand. He requested that future maps illustrate the proposed modifications clearly, without the technical clutter.

Having held a public hearing, that the Transportation Committee recommend Council approve the preliminary designs for the proposed modifications at the Jeanne D'Arc Boulevard/Regional Road 174 interchange intersections, to delete the existing north to eastbound right-turn lane and relocate the west to northbound ramp lane to the existing signalized intersection.

CARRIED

REGULAR ITEMS

6. WOODROFFE AVENUE TRANSPORTATION STUDY REPORT

- Director, Mobility Services and Corporate Fleet Services report dated 2 Jun 00

Greg Kent, Safety and Traffic Studies Engineer presented the details of the report. Staff support all of the consultant's recommendations with the exception of closing the east pedestrian crossing at Woodroffe and Carling and installing a pedestrian signal at Woodroffe and Anthony. With respect to the former, staff maintain that removing the crossing would not be safe for pedestrians and they cannot recommend the signal installation because it is not warranted.

To elaborate staff's concerns about the removal of the pedestrian crossing, Geoff Noxen, Manager, Mobility Management stated that if there was a strong operational reason to remove it, staff would support it. However, between 1996 and 1998 there were no pedestrian/vehicular collisions involving the right-turning movement from Woodroffe to Carling. He advised that the community wants it removed because there is a perceived lack of safety in this crossing. He added that in May of this year, 60% more pedestrians crossed on the east side than on the west leg and at a public meeting, there was a 50/50 split in terms of support for its removal. In addition, removing this crossing would result in pedestrians having to cross an additional right-turn channelization lane on the west side.

Councillor Byrne thanked staff and the community for participating in the study. She recognized it was a joint effort and was a very co-operative process. She referred to Recommendation 7 in the consultant's report which suggested signing the Fairlawn/Lenester loop as a "No Trucks Route" and explained her surprise upon seeing this proposal because it had never been discussed at any of the public meetings. Staff advised that the tightness of the area around the mall causes difficulty for truck drivers accessing Canadian Tire at the Fairlawn Plaza because they may be unable to load properly if they cannot enter through the back entrance of the plaza. The councillor advised that there are two other points of access for truck drivers to the plaza from Carling Avenue and emphasized that Canadian Tire had enough time to participate in discussions about this with the community.

With respect to the issue of removal of the pedestrian crossing on Carling, Councillor Byrne inquired that if the status quo was maintained, what could staff do to make it safer for children and seniors. She indicated that adult crossing guards will be situated on the west side of that intersection and can assist pedestrians crossing. While she recognized that pedestrians currently have a protected crossing cycle, she stated that northbound motorists make the right turn during that cycle. Mr. Noxen suggested that zebra markings could be painted on the road to more clearly identify to motorists the crossing area. Also, a lead-in interval for the pedestrian signal would give them a few seconds head start before the vehicles can make that turn.

In response to further statements by the councillor, the Environment and Transportation Commissioner reiterated the fact that more pedestrians use this crossing than on the other side and if pedestrians were banned from crossing on the east side, staff would have to install measures that would physically prevent them from making that crossing. He believed removing that crossing would make it less safe.

In reference to the proposal for a signal at Anthony and Woodroffe, Councillor Byrne acknowledged that the funds for those signals would come from this project budget. She referred to the Transportation Committee minutes of 21 October 1998 when the committee considered a report on the warrants for pedestrian signals and in light of the number of people jay-walking across Woodroffe at this location, she questioned whether signalized intersections are subject to pedestrian counts. Staff advised they were not.

Councillor McGoldrick-Larsen inquired where the loading dock was situated at the Canadian Tire store at Fairlawn Plaza. Staff advised it was on the west side of the plaza, facing north. The councillor questioned whether that was part of the reason staff are hesitating in recommending total restriction for trucks. G. Kent confirmed this, adding that it might not be possible to restrict trucks from accessing Fairlawn via Carling to get into the site. In response to a further query by the councillor, staff advised that Canadian Tire would have to prove the only way they could access the plaza is by using Fairlawn.

Councillor Davis referred to the involvement of The Ottawa-Carleton Safety Village in educating children with respect to traffic safety and the rules of the road and wondered whether staff are looking at cycling also and if so, suggested that Citizens for Safe Cycling would be an appropriate organization to involve in this educational aspect. D. Brousseau concurred. The councillor further suggested that the Regional Cycling Advisory Group also be included. The Committee Chair suggested that those groups be asked if they would be interested in taking part and Councillor Davis felt this was an opportunity to do this jointly. D. Brousseau agreed that staff would encourage both agencies to get together in this particular aspect.

The committee received the following public delegations:

Wendo Blondeau, Vice-President, Glabar Park Alliance explained that their community is situated between Carling and the Queensway and Maitland and Woodroffe and is comprised of a little over 1000 homes. She referred to the letter from the President of the Alliance which conveys to the committee their concerns about the corner of Lenester/Fairlawn/Woodroffe. They recognize that Fairlawn is a regional road, but she explained that residents are having difficulty moving in and out of the community because of the back-log of traffic on that road on its way to Carling Avenue. They do not believe it is fair for the community to continue to allow this traffic to funnel constantly through their neighbourhood. She went on to state that for the most part, there is gridlock in front of D. Roy Kennedy School and all the way up Fairlawn.

There are approximately 45,000 cars each day travelling down Woodroffe Avenue and this community is getting a good portion of that traffic going on Fairlawn. Therefore, the Alliance recommends that left-turns be prohibitive from Lenester to Fairlawn in the a.m. and p.m. peak periods. The Alliance would like to see pressure applied to the Ottawa Public School Board to construct new staff and visitor parking at the front of D. Roy Kennedy school off Woodroffe and construct an enlarged off-street student drop-off and pick-up zone at the north end off Lenester. This would alleviate the congestion in front of the school during the peak periods.

In response to the suggestion to prohibit left-turns at Lenester and Fairlawn, G. Kent advised that while it would reduce that flow of traffic on those streets, it would effectively close Woodroffe Avenue at Carling because motorists would be directed to that intersection instead. He explained that Lenester is a part of the road system because it ensures the other regional roads do not fail. An Ontario Municipal Board (OMB) decision ruled to this effect several years ago, when the Carlingwood Shopping Centre was expanded.

Councillor Byrne inquired whether the Alliance would be accepting of a proposal to leave only a section of Fairlawn near Carling open for truck access to Fairlawn Plaza. Ms. Blondeau responded by stating their real concern is not so much the trucks, but the number of tour buses that use that link to get to the parking lot at the Plaza. She stated that their proper access route is to come from Carling Avenue and to access the plaza via the lane to the far east of the parking lot. In response to a question posed by the councillor, staff confirmed that tour buses would be included in that restriction if Lenester/Fairlawn was signed a "No Trucks" route.

Councillor McGoldrick-Larsen referred to the suggestion to construct new parking facilities at the school and to provide an enlarged drop-off/pick-up area for parents taking their kids to school. Ms. Blondeau indicated this is necessary because so many parents drive their children to school. She estimated that 50% of the students come from within walking distance, but the majority of those are still being driven to school. She further confirmed there was adequate bicycle storage for kids who bike to the school.

Lois Smith spoke to the issue of the removal of the pedestrian crossing at Woodroffe and Carling. While she maintained that pedestrians should not be prohibited from crossing, if this were something adopted by committee, she recommended some sort of barrier be erected that is so severe that will be unable to cross. She believed this would make it safer than simply signing it a no pedestrian crossing.

Councillor Ron Kolbus, City of Ottawa referred to his letter on this subject dated 13 June 2000. He supported the study recommendations and stated the process was a good effort with community consultation. He urged committee to support the recommendation for a pedestrian signal at Anthony and Woodroffe, stating that this section of the road is crossed daily by kids and seniors attending the churches, schools and community facilities in the area. He felt this was

essential to provide a safe crossing for pedestrians and has been a serious concern of the Woodpark Community for years. He agreed limiting truck traffic to ensure they do not use Fairlawn between Fox and Lenester would go a long way to providing residents with better access to their road. While the councillor suggested that perhaps not all of the consultants recommendations are ideal, he maintained that if they take this one step at a time, he was hopeful they will go far to resolve the problems in the community.

David Jeanes supported the views raised about the safety concerns at the pedestrian crossing on the east side of Carling Avenue at Woodroffe. He recognized that, if approved, pedestrians would have to cross several lanes of traffic, including a right-turn channelization lane and he believed this could be particularly difficulty for seniors who may have to stop at the island and wait for the next crossing cycling in order to cross the entire width of the road. The most important thing, he stressed, is that now when people cross on the east side, they are not crossing traffic which is exiting the intersection at an increasing speed. He believed it is more dangerous to cross the other lanes where there is left-turning traffic. With respect to the issue of truck access to Fairlawn Plaza, Mr. Jeanes stated that the main entrance is from Carling Avenue, via the lane to the east side of the site and while this works for trucks going to that side of the plaza, if trucks wanted to access the Canadian Tire store, this access would direct them behind the plaza, adjacent to dense residential development. Therefore, he maintained that the existing access is better than the alternative. Mr. Jeanes commented that a lot of pedestrians are shoppers and Carlingwood Shopping Centre is one of the most bus-friendly shopping centres in the region; therefore, as many pedestrian movements as possible should be kept open in the area. He supported the proposal for a pedestrian signal at Woodroffe and Anthony because this stretch of Woodroffe has fast-moving traffic and with all the people jay-walking, there is a risk of collision.

Ken Winges, Woodpark Community Association advised that he was also speaking on behalf of D. Roy Kennedy Public School and as a member of the Public Advisory Committee (PAC) to this study. He recognized the collaborative effort between the various communities and staff and he thanked staff for working with them to achieve an excellent report. They acknowledge that Woodroffe Avenue is a major arterial, and in an effort to mitigate the impact of that busy street, it is believed that the recommendations brought forward in the report are viable and realistic. Regarding D. Roy Kennedy School, their primary concern is student safety and they support the recommendations particularly as they relate to Lenester and Fairlawn. Mr. Winges explained that as a parent with two children, aged 10 and 13, he and his wife walk their kids to school because they are afraid to let them walk alone. He felt the consultant recommendations are realistic and workable and agreed that if the parking area is moved, it would alleviate some of that gridlock currently occurring at the school. He explained that the school is concerned that if the drop-off zone is expanded, that measures be taken to ensure that when the kids leave school, they have a means to get to the crossing facilities. Mr. Winges indicated that the Woodpark Community Association supports the proposal for a pedestrian signal at Anthony

and Woodroffe, as previously supported by both the local and regional councillor. In addition, the Association supports the proposal for the diverter at Ancaster and Carling because it will eliminate the cut-through traffic on its way to the Queensway.

In closing, Mr. Wings spoke very strongly in support of the removal of the pedestrian crossing at Woodroffe and Carling Avenue, stating he would not even let his sons cross at this dangerous intersection. He did not believe zebra markings would do anything to improve safety and emphasized the fact that if the crossing is prohibited, it will facilitate the turning of vehicles which hopefully will encourage motorists to stop using the jog at Lenester/Fairlawn, therefore keeping that traffic on the regional road where it belongs.

The committee then considered the following Motions:

Moved by W. Byrne

That Consultant Recommendation 1.1, (That Woodroffe from the Queensway to the Ottawa River Parkway, including Fairlawn/Lenester, be designated as a Community Safety Zone), be sent to the Community Safety Zone Committee for inclusion in their program.

CARRIED

Moved by W. Byrne

That the Regional Chair send a letter to the Ministry of Transportation requesting a meeting to discuss the implementation of the realigning of existing ramps on the north side of the Queensway to move the free-flow westbound exit and southbound entrance ramps to a new signalized intersection, and to advise the Ministry that the cost is in the range of \$300,000 (reference Consultant Recommendation 1.2).

CARRIED

Councillor Byrne proposed that the Regional Chair write to the Ottawa Public School Board urging action on the request to relocate staff and visitor parking from Lenester to Woodroffe and construct an enlarged student drop-off on Lenester, emphasizing how this is a safety issue for students. She indicated she was asking that the letter be sent through the Regional Chair because it is a budget item and by bringing to the Board's attention that it is a safety issue, she believed it would start the dialogue. She stated that an official letter to the Board from the Regional Chair would assist the Principal of D. Roy Kennedy in her stand.

Moved by W. Byrne

That the Regional Chair write to the Ottawa Public School Board urging action on the request to relocate staff and visitor parking from Lenester to Woodroffe and construct an enlarged student drop-off on Lenester, emphasizing how this is a safety issue for students, and that the letter be copied to the Director of Education, Superintendent and Trustees (reference Consultant Recommendation 3.1).

CARRIED

Councillor Byrne proposed that the loop of Lenester/Fairlawn be designated and signed a “No Trucks” route immediately. She stated that Glabar Park has been very active in bringing this to the attention of staff and as discussed previously, agreed there is a lot of space for trucks to come to the mall via other options such as the driveway to the east of that site. She emphasized that the current impact to the homes in the area include noise and vibrations and she did not want to encourage truck drivers on any part of that loop because of its negative impact on the community. She urged committee members to support this recommendation brought forward by the Public Advisory Committee.

Staff agreed to report back to committee if they learn from Canadian Tire this is an issue for them.

Councillor Davis wondered whether staff anticipate an impact on her as a result of this Motion. She thought that since the Queensway ramps at Maitland are closed for the summer, truck drivers might opt to exit the Queensway at Kirkwood and then travel down Carling to the Plaza. D. Brousseau did not believe there would be such an impact.

Councillor Cantin cautioned the local and regional councillors about closing access to Fairlawn and related the experience he had with a small shopping centre in his ward which directed trucks to the back of the building when they made their deliveries. He explained that he receives more complaints now as a result of the sound of the truck’s brakes bouncing off the walls of the shopping centre and into the community.

Moved by W. Byrne

That the loop of Lenester/Fairlawn be designated and signed a “No Truck” route immediately (Consultant Recommendation 7.1).

CARRIED
(R. Cantin, L. Davis and
M. McGoldrick-Larsen
dissented)

Councillor Byrne proposed that pedestrians be prohibited from crossing the east leg of the Woodroffe/Carling intersection. She explained that this recommendation has had full endorsement of the community as a way of making the intersection safer for pedestrians. She urged committee members to support this Motion.

Some councillors were not convinced of the need to close the crosswalk maintaining that it would not be an improvement in safety. While the concerns voiced by the community, and, in particular, parents, were understood, it was the opinion of some members that pedestrians would actually be exposed to more danger by having to cross additional lanes of traffic on the west side of the intersection. It was suggested that rather than prohibiting the crossing, the Region should do more to enhance safety at this particular location.

Moved by W. Byrne

That pedestrians be prohibited from crossing the east leg of the Woodroffe southbound/Carling intersection.

LOST

YEAS: W. Byrne, C. Doucet....2
NAYS: R. Cantin, L. Davis, D. Holmes, H. Kreling, J. Legendre,
M. McGoldrick-Larsen....6

In light of the foregoing, Councillor Byrne proposed the following:

Moved by W. Byrne

That staff investigate further safety measures, such as a lead interval and zebra markings, at the east leg of the pedestrian crossing at Woodroffe Avenue southbound and Carling Avenue.

CARRIED

Moved by W. Byrne

That approximately \$50,000 be included in the 2001 budget to narrow the lanes on Woodroffe Avenue between Saville Row and Richmond Road (reference Consultant Recommendation 10.1).

CARRIED

Councillor Byrne proposed that a pedestrian signal be installed at Woodroffe and Anthony. She confirmed the funds for this will come from this project budget. She reiterated the fact that so many pedestrians, particularly adolescents and seniors, jay-walk at this location regularly, it would warrant a pedestrian signal, if those pedestrian volumes were counted. The councillor was even more concerned for the safety of pedestrians, given the speed at which motorists are travelling south on Woodroffe once they come off the Ottawa River Parkway. She emphasized that the closest signalized crossings are 220 metres and 280 metres from Anthony, at Richmond Road and Saville Row respectively, which are too far to expect pedestrians to travel. She hoped the signals would be installed before September.

In response to a question posed by Councillor McGoldrick-Larsen, Mr. Brousseau confirmed that installing these signals will not impact any other signal installation because the funds will be from the traffic calming budget and there are currently no signals on the waiting list for installation. In view of the variety of land uses in the area, the councillor believed the community should be encouraged to be more pedestrian-friendly and do more walking to and from these facilities. She believed that if parents drove their kids to school less or walk with them instead, there would be less traffic on the roads and the community would be that much safer. With this in mind, she suggested that next year, schools should become involved in a 'pedestrian challenge' to encourage more walking to and from school.

Councillor Kreling stated that what must be determined is whether committee wants to make safe pedestrian movements or safe vehicular movements. He referred to a recent discussion at committee about the proposal to install traffic control signals at Edgar Brault and St. Joseph and the discussion around the necessity to construct the left-turn lane as part of that signal installation, despite the fact that those signals were needed to assist pedestrians and not so much

for vehicular movements. While he appreciated the passion of the ward councillor for the safety of pedestrians, he believed Council's policies should be applied on a region-wide basis and therefore could not support the installation of signals.

Councillor Legendre believed there should be a re-examination of how the pedestrian component of calculating warrants is measured. He referred to the progress made with the Walking Security Index and suggested doing something similar that focuses on this aspect because it would be helpful in the future.

Councillor Davis was not a proponent of the warrant system because she believed it did not capture the conditions on the road. As much as she understood the pressures in the area, if committee starts installing signals for the reasons stated today, it is not being consistent with existing Council policy, which only serves to undermine the whole system. As a final thought, she indicated that she had never envisioned that funds in the traffic calming budget would be used for signals.

Councillor Byrne questioned whether those dollars could be used for locations that are 100% warranted and the Director advised that if it is Council's wish, the money could be physically transferred to another account. The Commissioner reminded committee of the two signal policies Council has adopted: those that are 100% warranted are automatically installed; and, those that are deemed necessary by the local municipality, which are not warranted, but are recommended for installation at their cost. In this case, the City of Ottawa has not come forward with the money for signals at this location and staff can therefore not recommend they be installed.

Moved by W. Byrne

That a pedestrian signal be installed at Woodroffe Avenue and Anthony Avenue (Consultant Recommendation 11.1).

CARRIED

YEAS: W. Byrne, R. Cantin, C. Doucet, D. Holmes, J. Legendre,
M. McGoldrick-Larsen....6
NAYS: L. Davis, H. Kreling....2

Moved by W. Byrne

That the Regional Chair, write to the National Capital Commission (NCC) requesting approval of Consultant Recommendations 15.1 and 15.5 (if NCC property) as soon as possible; if latter location is regional property, that staff proceed with the installation of a community entrance feature near the Woodroffe Avenue/Ottawa River Parkway exit ramp as soon as possible.

CARRIED

Councillor Byrne proposed that “No Left Turn” signs be installed on Woodroffe Avenue southbound to prevent left turns onto Knightsbridge Road. She understood that staff concurred with this recommendation, but required direction from committee. The Director advised that staff would take the committee’s direction, but would have to consult with the users of the intersection and then report back. It was suggested the words “subject to consultation” be included in the Motion.

Moved by W. Byrne

That “No Left Turn” signs be installed on Woodroffe Avenue southbound to prevent left turns onto Knightsbridge Road, subject to consultation.

CARRIED

Councillor Byrne proposed that “No left turn in a.m.” signs be installed on Lenester at Duberry and Fairlawn and a “No right turn in p.m.” sign on Fairlawn at Lenester, given that Lenester and Fairlawn are both regional roads. She noted that this was brought forward by the Glabar Park Community Alliance, but there were concerns raised by the area that will be affected. She acknowledged the previously-mentioned OMB decision which made Lenester a Regional road to alleviate the flow of traffic at the Carling/Woodroffe intersection, but she believed the prohibitive movements will promote public consultation, so when the new city comes into effect, the research will have been done and it can proceed accordingly. The Director emphasized the pressure this diversion (300 vehicles) would put on the intersection of Woodroffe and Carling. He stated that whether or not Lenester becomes a city road does not change the OMB ruling. While he did not believe these prohibitive turns were appropriate, he agreed, if so directed by committee, to consult with the affected community.

Councillor Legendre suggested it may not be legally feasible to install these signs, based on the aforementioned ruling and maintained it would be less costly to find that out first, before directing staff to proceed with consultation.

The Committee Chair suggested the Motion be amended so that staff report back on the legality of actually installing those signs. Councillor Byrne accepted this revision to her Motion.

Moved by W. Byrne

That staff report back on the legality of installing “No left turn in a.m.” signs on Lenester at Duberry and Fairlawn and a “No right turn in p.m.” sign on Fairlawn at Lenester, given that Lenester and Fairlawn are both regional roads.

CARRIED

Moved by W. Byrne

That committee approve the reconstructing of the Woodroffe Avenue (from Richmond Road to the Ottawa River Parkway) roadway surface with narrow lanes and widened decorative boulevards, or provide widened shared vehicle/bicycle lanes (Consultant Recommendation 15.4) and that funds of approximately \$35,000 be included in the 2001 budget for implementation.

CARRIED

That Transportation Committee recommend Council:

- 1. Receive the Woodroffe Avenue Transportation Study Final Report, as produced by Stantec Consulting;**
- 2. Approve as amended, staff’s recommendations (Annex B) on the recommendations contained in the final report and summarized in its Executive Summary (Annex C);**
- 3. Approve that staff encourage local school boards to participate in the Ottawa-Carleton Safety Village programme, to educate children about traffic safety and rules of the road.**

CARRIED as amended

7. REGIONAL ROAD CORRIDOR DESIGN GUIDELINES

- joint Planning and Development Approvals and Environmental and Transportation Commissioners report dated 7 Jun 00
- Light Pollution Abatement Committee submission dated 13 Jun 00
- Citizen for Safe Cycling letter dated 21 Jun 00

Sylvie Grenier of the Planning Department and Ron Jack of Delcan provided highlights of the report presented to committee. Also with them were Ron Clark from Delcan and Nelson Edwards from the Planning Department.

Councillor Doucet questioned how staff see the conflicting demands between urban village and urban residential streets. R. Jack advised that this is only a guideline because it is just not possible to address every circumstance; the guide contains a wealth of background that identifies what is behind the various components. He added that the document is not meant to be regulatory, but is a guide for road designers to help resolve conflicts on a street-by-street basis. The councillor believed it would be useful to be aware of the specific details because sometimes wrong decisions are made at committee because it may not have had the right context with which to make a decision. He preferred that the guidelines be used to inform and enlighten committee discussions in a more pointed and useful way.

Councillor Legendre expressed frustration with the document, particularly with respect to definitions, which he maintained diminished in clarity throughout the report. He made note of a letter he received from Dr. Barry Wellar at the University of Ottawa which addressed specific points in the document. Ms. Grenier confirmed staff had received these comments, and while written submissions were not attached, staff made every attempt to incorporate as much as possible those comments. Mr. Jack explained that there are all sorts of trade-offs and conflicts and only so much that can be done within a corridor. He confirmed there was extensive consultation with groups such as Citizens for Safe Cycling and what was finally put into this document is what staff feel are the best efforts, given the mandate.

Councillor Legendre questioned whether the guidelines build upon information contained within the Walking Security Index (WSI) and S. Grenier advised that it builds on the policies contained within the ROP, noting that the WSI is not a Council-endorsed document. Nelson Edwards further explained that this documents attempts to bring together many different components, e.g., cycling, sound attenuation, greening, et cetera, which are usually looked at individually. The guidelines help to determine how these many uses can be blended in order to maximize opportunities. He confirmed that the definitions contained within the document are not to be used as a performance standard, but to provide guidance and understanding in using this document to further understanding the ROP.

Councillor Legendre noted that there is no clear definition for some of the words contained in the document and therefore did not believe it could be relied upon. By way of example, he stated the term “heavy vehicle” was not clearly defined in the report. While he recognized the glossary at the back of the book provides definitions, he opined that these would not be particularly helpful to its users. He suggested adding a thicker glossary which would elaborate on such definitions as a “heavy vehicle” e.g. articulated, not articulated, et cetera. He suggested the document be referred back to staff to provide greater clarity, including definition of terms et cetera. He also suggested the document be made available through the Region’s website.

Questions arose on the possibility of doing the latter and staff explained that the difficulty lies with the size of the file that would have to be downloaded by users. Councillor Cantin did not believe it was unreasonable to at least try, although there may be a point where the cost outweighs the benefit. He preferred to see what costs are involved before accepting the Motion.

By putting the guidelines on the web, staff inquired whether there was an expectation of further public consultation. Councillor Legendre explained that that is his point, as well as provide ease of access.

Chair Holmes stated that what really matters is whether staff and Council believe in the policies and principles of this document. The Official Plan contained the direction that this work would be done and now it is finally here, after two years of hard work. While she admitted the document might not be perfect, she emphasized this document is a vast improvement of what the Region currently does and is a progressive step forward in the process.

Councillor McGoldrick-Larsen was also not in support of deferral at this point in time. She agreed it is a step forward and she commended staff and the consultant for their efforts. She opined that the guidelines provide a good framework and will assist the Region in moving in the right direction in planning its roads.

Linda Hoad, President, Federation of Citizens Associations of Ottawa-Carleton (FCA) stated that as one of the groups involved in the creation of this document, she recognized that an attempt was made to develop guidelines that could be used by the planners of subdivisions and how to design a road in local communities. She maintained that this is a general document and all other documents can and will be brought into play as the process demands. She agreed with the comment in the report that roads are public spaces, not just pavement, and therefore must be in accordance with other uses. With respect to the discussion on the WSI, Ms. Hoad believed that document should be made more widely known and felt it would be appropriate to include reference to it in the guidelines. She agreed that making the report as accessible as possible, i.e., on the website, is a good idea, but emphasized staff should not rush to do this so they have the opportunity to make it as attractive as possible.

Councillor Legendre proposed: *That the Regional Road Corridor Design Guidelines document be placed on the RMOC's Web Site.*

Moved by D. Holmes

That the Motion be amended to include the words: "Council approved".

CARRIED
(J. Legendre dissented)

Moved by J. Legendre

That the Council approved Regional Road Corridor Design Guidelines document be placed on the RMOC's Web Site.

CARRIED

Councillor Legendre proposed that the Walking Security Index be included in the Appendix of this report. While the Committee Chair recognized that the WSI is a work-in-progress, whatever is ready when this document goes to final print will be put in at the same time.

Moved by J. Legendre

That the Walking Security Index be included in the Appendix to the Regional Road Corridor Design Guidelines.

CARRIED

Moved by J. Legendre

That the Regional Road Corridor Design Guidelines be referred back to staff, with a report back by September, so that the terms used are clearly defined and that the document has clear meaning for all of its intended users.

LOST

YEAS: W. Byrne, J. Legendre....2

NAYS: R. Cantin, L. Davis, D. Holmes, H. Kreling, M. McGoldrick-Larsen....5

With respect to light levels and the submission received from the Light Pollution Abatement Committee of the Royal Astronomical Society of Canada, Councillor Legendre questioned whether something could be included in the report about maximum light levels. S. Grenier advised that the report does make reference to using lights that do not spill-over and that reduce glare, so the principle is included in the document. The councillor stated however, that it is not shown in any useful or measurable way. Ron Clark advised that the "Implementation Tools" section of the guidelines provide a number of tools the Region has available to implement on these various guidelines, including Official Plans, by-laws, et cetera. There is also reference to the Regional Regulatory Code and other regulations. Further, Appendix A includes reference to the "Roadway Lighting Information Booklet" which provides guidelines on illumination levels, light spacing and light fixture options. He was hopeful these guiding statements and best practices can be applied accordingly.

Chair Holmes referred to #10 of Section 7.2.2 Road Edge Landscape which speaks to paving inner boulevards if they are less than 1.25 m wide et cetera. She distributed photographs which illustrated boulevards on Metcalfe, O'Connor and Lyon which are approximately the same width, and yet have been successfully greened, including the planting of trees. She proposed that the statement be amended so that if the inner boulevard is less than 1.25 m, that it be widened to 2 m where possible. She believed this would at least allow an opportunity for trees and some greenery.

Councillor Cantin questioned the practicality of this proposal, noting many commercial businesses object to maintaining these boulevards. He wanted to see the trees survive and suggested that staff should be vigorous in nurturing the tree to ensure it has a good start. The Environment and Transportation Commissioner advised that there is a 2-3 year maintenance period as part of the contract. While the urban environment is quite harsh on trees and shrubbery, he stated it should not deter the greening of boulevards. The councillor was interested to know how many trees have survived on the less urban area of St. Joseph Boulevard, that the NCC insisted be planted.

With respect to the Committee Chair's Motion, Councillor Cantin recognized that there may be areas where it is difficult to do this and suggested the wording be amended to add "if there is insufficient space on adjoining private property". He believed that if there is room on private property and the owner is willing to maintain it, it would be to the Region's advantage to do it that way. Chair Holmes did not perceive this as a friendly amendment. Councillor Legendre proposed that the wording of the Motion be rearranged slightly for clarity as follows: *That if the inner boulevard is less than 1.25 m, that every effort be made to widen the boulevard to increase the survivability of turf and trees in this space.* Chair Holmes accepted this modification.

Moved by J. Legendre

That if the inner boulevard is less than 1.25m, that every effort be made to widen the boulevard to increase the survivability of turf and trees in this space.

CARRIED

That Transportation Committee recommend that Council:

1. **Endorse the *Regional Road Corridor Design Guidelines*, distributed under separate cover, to achieve a more balanced transportation system and livable communities;**
2. **Circulate the guidelines to Area Municipal Councils in anticipation of the need for design guidelines for urban arterial road corridors in the new City of Ottawa.**

CARRIED as amended

8. **FÊTE CARIBE - PARADE**

- Director, Mobility Services and Corporate Fleet Services report dated 8 Jun 00

The Committee Chair wanted assurance there would be police enforcement during this event and that barriers would be removed immediately following the parade. Councillor Kreling agreed to take direction back to the Chief of Police to ensure these concerns are addressed.

That Transportation Committee recommend Council approve exceptions to Council's Special Events Policy to accommodate this year's Fête-Caribe Parade as follows:

1. **the doubling back and reversing of the direction of the Fête-Caribe Parade route, and;**
2. **the crossing of the parade route by vehicular traffic, under Police direction, while the parade is in progress.**

CARRIED

RESPONSE TO MOTIONS/INQUIRIES

9. SOUTHEAST TRANSITWAY - RIVERSIDE STATION TO BILLINGS BRIDGE STATION - INVESTIGATION OF NOISE ATTENUATION FENCING OPTIONS
- Motion TC-4-99
- Director, Engineering report dated 1 Jun 00

The committee received a detailed overview of the report from Paul Clarke, Project Manager and the consultant, Neil Standen who had carried out the earlier noise study for this area. A copy of the presentation is held on file.

The Director of Engineering, Jim Miller, stated there were two particular problem areas that needed to be addressed: Pleasant Park/Mountbatten and Lamira. He indicated staff were unable to receive consensus from residents on an overall program. He clarified that the report states that approximately \$700,000 remains in the budget for the Southeast Transitway, but this amount is actually \$650,000.

When he learned that the acoustic consultant was not aware of the Region's use of Leq 30 minutes instead of Leq 16 hours, Councillor Legendre reminded staff to send a message to the consultants they hire that the Region is now using this shorter time period to measure noise.

Councillor Hume stated that the concerns of residents are legitimate and for many, it is difficult to live in their homes because they are so negatively affected by the noise of the transitway. Unfortunately, there is no consensus among residents for a preferred option. On behalf of the residents, he urged committee to appropriate the dollars and direct staff to go ahead and do what needs to be done.

Lubomyr Chabursky indicated he was representing the residents living on Lamira Street. He advised that noise is a problem during peak periods, so much so that he cannot even open his windows. Not only is it the buses that are making the noise, but also utility trucks using the transitway also create a problem. Because of the incline on his side of the transitway and the wall on the far side, noise is bounced off and reflected back into the community. He asked that committee consider these concerns and to direct staff to look at another option along the lines of Option 4, but at minimal cost.

When questioned what he would consider to be the other option for Option 4, Mr. Chabursky explained it would be a barrier that sits on the concrete wall of the transitway. He opined this would provide the best long-term solution because it is the least affected by salt caused by the buses. He also suggested building a barrier of wood planking located behind the concrete wall.

Questions arose on whether there were funds available in the transitway budget to respond to this noise problem and the Director advised that an analysis carried out initially concluded that sound barriers were not warranted on this side of the transitway, based on the policy for noise barriers that existed at the time. Therefore, funds were not allocated for sound attenuation. Mr. Standen added that the criteria had always been an Leq of 16 hours and the original decision was based on an assessment before the transitway was built. It was determined that noise levels would be higher than the criteria, but not exceeding that which would require the RMOC to attenuate.

Diana Haddad indicated that her home is located at the corner of Pleasant Park and the transitway. While she does hear noise from the buses, she admitted she was not particularly bothered by it. However, she was concerned about Option 2A because she was opposed to erecting a sound barrier at all because, in her view, it was not necessary and she did not believe it would be cost effective. From an environmental point of view, greenspace, including mature trees, would be lost if that option was chosen and it would not be aesthetically appealing. The thought of having to look at a 4 metre high barrier alongside her property was quite unacceptable to her.

Michel Haddad indicated that the option which extends the sound barrier from Pleasant Park to the Lamira cul de sac was most acceptable to him because it is placed far from his home and will have a significant affect on the peak noise. Mr. Haddad opined that the policy that is in place to address noise issues such as infrastructure of transportation development, is not sufficient to mitigate the negative effects on residents. He noted that until the transitway was built, there were only five trains/day for 15 years. Now, there are approximately 100 buses/hour during peak periods, as well as utility vehicles on the transitway day and night. In an effort to reduce costs and make Option 2A more acceptable to others, he proposed a reduction of the length of the distance of the noise fence to about the end of his cousins' property at 136 Pleasant Park Road. He believed this would be an acceptable compromise for everyone involved and would result in a reduction in the overall cost. He suggested that a small fence built on his property would be reasonable. He recognized there would still be residents opposed to this modified option, and suggested the installation of a planking fence along the transitway might reduce noise and be more visually acceptable to residents. He stressed that it was incumbent on the committee to ensure that when infrastructure is put in, to the benefit of all the community, that the people who are adjacent to those developments are not negatively impacted by that infrastructure.

Mr. Pruner explained that he bought his property on Lamira Street from the city of Ottawa and built his home there. However, with so much noise emanating from the transitway, some residents have had difficulty selling their homes. He believed the Region should correct this wrong, regardless of cost. He also believed the posted speed limit of 50 km/h is being well-exceeded by most bus drivers.

Lois Smith suggested that one possible solution is to erect an aesthetically-pleasing sound barrier and to allow crawling plants such as Virginia Creeper to grow along the top of it. She indicated this would be much more attractive than a concrete barrier.

At this point in the discussion, the committee lost quorum and agreed to reschedule this item on the next agenda as the first item of business.

That Transportation Committee recommend Council direct staff to take no further action in the investigation of noise attenuation fencing options along Pleasant Park, Mountbatten, Blossom Drive and Lamira Street, abutting the Southeast Transitway, as the investigation has not provided an alternative which has the consensus of all the residents.

DEFERRED

FOR INFORMATION

10. USE OF REGIONAL ROADS BY TELECOMMUNICATIONS AND UTILITY COMPANIES - PRESENTATION
- Director, Infrastructure Maintenance report dated 6 Jun 00

That the Transportation Committee receive this verbal presentation and associated handout material for information.

DEFERRED

11. ANNUAL REPORT ON NORTEL NETWORKS "GREENCOMMUTE" PROGRAM
- Director, Mobility Services and Corporate Fleet Services report dated 31 May 00

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

DEFERRED

COUNCILLOR'S ITEM

12. CANADIANS FOR RESPONSIBLE AND SAFE HIGHWAYS (CRASH)
- INCREASED TRUCKER WORKLOAD

- Chair, Transportation Committee report dated 14 June 00

That the Transportation Committee recommend Council support Canadians for Responsible and Safe Highways (CRASH) in its request to the Federal Government to drop its proposed hours of work rules for truckers and harmonize to the safer U.S. rules.

DEFERRED

INFORMATION PREVIOUSLY DISTRIBUTED

1. TRAFFIC CHANGES IMPLEMENTED UNDER THE ENVIRONMENT AND
TRANSPORTATION COMMISSIONER'S AUTHORITY (1 JANUARY 1999 -
31 DECEMBER 1999)

- Director, Mobility Services and Corporate Fleet Services memorandum
dated 30 May 00

INQUIRIES

Councillor Meilleur inquired when the barrier at Charlotte and Laurier will be built. The Director of Engineering advised that he would follow up with the councillor.

AUGUST MEETING

Staff advised there were items that must be dealt with on 2 August. The Committee agreed the meeting would be held on that date.

ADJOURNMENT

The meeting adjourned at 7:20 p.m.

CO-ORDINATOR

CHAIR