

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
7 April 2021 / 7 avril 2021**

**and Council
et au Conseil
14 April 2021 / 14 avril 2021**

**Submitted on March 25, 2021
Soumis le 25 mars 2021**

**Submitted by
Soumis par:
Kelly Crozier, Committee Coordinator / coordonnatrice du Comité**

**Contact Person
Personne ressource:
Kelly Crozier, Committee Coordinator / coordonnatrice du Comité
Kelly.Crozier@ottawa.ca 613-580-2424 ext. 16875**

Ward: INNES (2)

File Number: ACS2021-OCC-TRC-0005

**SUBJECT: Navan Road (Brian Coburn to Mer Bleue) Widening - Review of
Priority in the Transportation Master Plan Update**

**OBJET: Élargissement du chemin Navan (du boulevard Brian Coburn au
chemin Mer Bleue) – Révision de la priorité dans la mise à jour du
Plan directeur des transports**

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

- 1. that staff review, as part of the TMP Update, the priority for the widening of Navan Road (Brian Coburn Boulevard to Mer Bleue Road) in light of the continued strong growth in the area; and**

2. that the design of the widened Navan Road include cycle tracks and sidewalks in support of the City's active transportation and complete streets policies; and,
3. that staff review, on an annual basis, the priority of the Navan Road-Renaud Road intersection improvements through the Intersection Control Measures Program.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver :

1. que dans le cadre de la mise à jour du Plan directeur des transports, le personnel revoie le caractère prioritaire de l'élargissement du chemin Navan (du boulevard Brian Coburn au chemin Mer Bleue) en tenant compte du développement soutenu et constant du secteur;
2. que dans l'élargissement du chemin Navan soient prévus des trottoirs et des pistes cyclables, conformément aux politiques de transport actif et de rues complètes de la Ville;
3. que le personnel revoie tous les ans le caractère prioritaire de l'amélioration de l'intersection des chemins Navan et Renaud dans le cadre du programme de mesures de contrôle des intersections.

BACKGROUND

At the Transportation Committee meeting on March 3, 2021, Councillor Dudas introduced a Notice of Motion for consideration at the subsequent meeting. The motion is now before Transportation Committee for consideration.

DISCUSSION

Councillor Dudas has provided the following motion for Transportation Committee's consideration:

WHEREAS the Bradley Estates Community (encompassing the neighbourhoods of Bradley Estates, Trailsedge and Eastboro) has developed significantly over the last 15 years, without the necessary corresponding investment in road, pedestrian, and cycling infrastructure;

WHEREAS South Orléans and the Bradley Estates Community have continued to see a substantial amount of new residential development, including both small to

medium-sized infill projects and largescale subdivisions, that when considered as a whole, put immense pressure on the already strained road infrastructure – a situation that will only worsen with each new development project;

WHEREAS Navan Road has narrow dirt shoulders with neither sidewalks, MUPs, nor active transportation facilities, despite featuring multiple bus stops and being utilized by pedestrians and cyclists as a direct link to OC Transpo’s Chapel Hill Park & Ride as well as amenities on Innes Road and in Blackburn Hamlet;

WHEREAS the current TMP identifies the widening of Navan Road (Brian Coburn Boulevard to Mer Bleue Road) only in the Concept Network with an undefined timing (some time post 2031);

WHEREAS improvements to the intersection of Navan Road and Renaud Road will help alleviate some of the traffic issues in the near term;

THEREFORE BE IT RESOLVED that, as part of the TMP Update, staff review the priority for the widening of Navan Road (Brian Coburn Boulevard to Mer Bleue Road) in light of the continued strong growth in the area;

BE IT FURTHER RESOLVED that the design of the widened Navan Road include cycle tracks and sidewalks in support of the City’s active transportation and complete streets policies; and,

BE IT FURTHER RESOLVED that staff review, on an annual basis, the priority of the Navan Road-Renaud Road intersection improvements through the Intersection Control Measures Program.

Transportation Planning comment:

Staff are supportive of this motion and will continue to work with the Councillor.

RURAL IMPLICATIONS

There are no rural implications associated with the report recommendation.

CONSULTATION

No specific consultation was conducted in respect of this report. The public was notified of this report in such that the Notice of Motion was raised at the public meeting of the Transportation Committee on March 3, 2021, and was listed on the associated meeting Disposition, which was posted to Ottawa.ca. Subsequently, the meeting was advertised

in community newspapers and on Ottawa.ca, and the agenda was published on Thursday, March 25, 2021.

Public delegations may be received by the Committee.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Dudas raised this issue, by way of Notice at the March 3 Transportation Committee meeting and can provide further context upon request.

ADVISORY COMMITTEE(S) COMMENTS

Not applicable

LEGAL IMPLICATIONS

There are no legal impediments to the adoption of the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no known risk management implications associated with this report.

ASSET MANAGEMENT IMPLICATIONS

Pending the outcome of the motion, staff will monitor the timing of the road widening through the TMP Update to coordinate renewal needs identified within the limits of this project.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations in this report.

ACCESSIBILITY IMPACTS

The City's Accessibility Design Standards and AODA Integrated Accessibility Standards Regulations will be addressed during the study, design and construction phases.

TERM OF COUNCIL PRIORITIES

Integrated Transportation: Enable effective mobility through a sustainable, accessible and connected city transportation system.

Outcomes:

- An integrated transportation network that incorporates all modes of getting around;
- and

- Transportation infrastructure investment is sustainable and meets long-term needs.

DISPOSITION

Staff will take direction from Committee and Council and proceed accordingly.