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April 23rd, 1998

Ms. Diane Holmes
Regional Councillor
Regional Municipality of Ottawa-Carleton
111 Lisgar Street
Ottawa, Ontario
K2P 2L7

Dear Ms. Holmes:

Re: Centretown Traffic Calming Plan

This will acknowledge receipt of your letter of April 20th, 1998. There is no speeding on Elgin Street; a simple analysis of police records and speeding tickets issued will confirm that there is respect of speed limits. It remains my position that the Centretown Traffic Calming Plan is a misnomer and rather is intended to bottleneck traffic and force it from downtown, thereby effecting another step in destroying the downtown core.

Yours truly,

Brian William Karam

BWK/dp

Regional Municipality of Ottawa-Carleton
Ottawa-Carleton Centre, Cartier Square
111 Lisgar Street, Ottawa, Ontario K2P 2L7



Municipalité régionale d'Ottawa-Carleton
Centre Ottawa-Carleton, Place Cartier
111, rue Lisgar, Ottawa (Ontario) K2P 2L7

Member, Regional Council

Membre du Conseil régional

Brian William Karam
1112 - 180 MacLaren Street
Ottawa, ON
K2P 0L3

April 20, 1998

Dear Mr. Karam,

Thank you for your letter of April 6 regarding the "Centretown Traffic Calming Plan and Kent Street Calming Plan". I appreciated receiving your comments. For your information I am enclosing an information sheet on the issue. There is no intention to decrease the amount of traffic flowing into downtown Ottawa. The intention is to have vehicles travel at the legal speed limit of 50 kph.

The matter of peak period curb parking on Bank and Elgin Streets was deferred until the City of Ottawa reports come to the Regional Transportation Committee. I will be advocating that non-peak period parking be permitted on Bank Street in order to support the Bank Street B.I.A.

I am sure that The Elgin Area Property Owners Association and The Elgin Area Business Association do not advocate speeding on regional roads. We must all work together to ensure that our roads are safe for all our users. Access to the downtown is assured with this plan. Access to the downtown is a priority of Regional Council as evidenced by the funding for the renovation of the Mackenzie King Bridge, Plaza Bridge, and Wellington Street. The Restore the Core projects are a major investment by the Region in downtown infrastructure because the health of the downtown continues to be a major priority for the Region.

Thanks again for your comments.

Yours sincerely,

A handwritten signature in cursive script, appearing to read "Diane Holmes".

Diane Holmes, Regional Councillor

attach



Member, Regional Council

Membre du Conseil régional

Centretown Traffic Calming Plan

I am writing to clarify statements made in correspondence recently received regarding the above matter.

1. The Plan's recommendations deal with excessive speeds on Regional roads in **NON-PEAK** hours. There is sufficient volume during peak hours so that the traffic travels at the legal speed limit of 50 KPH. It is the speeding at other times of the day and night that creates the safety problems for the community.
2. The solutions recommended are intended to slow the traffic down on Regional roads to the legal speed limit of 50 KPH. There is no expected reduction in traffic volume on any Regional road.
3. **Kent Street** - There has been new parking established on the east side of Kent Street for the last two months at all times of day in order to test the results of reducing Kent Street by one lane. The staff have determined that there has been no change in speed and the journey from Catherine to Gloucester takes 2 1/2 minutes including traffic lights.
4. **Elgin Street** - The plan suggests a raised intersection at Gladstone and Elgin and widened sidewalks on Elgin in the long term. The widened sidewalks would be a result of redevelopment occurring over the years as happened at the News Cafe site (Elgin and Maclaren).
5. **Lyon Street** - Lyon Street is a totally residential street south of Gloucester and is an entrance to the Queensway. There is a great deal of speeding on this street because of the downhill slope south of Somerset. Drivers consider it to be a Queensway access and speed accordingly. The residents have asked for a pilot project, including speed humps, to maintain the traffic speed at the legal 50 KPH.
6. **Notification** - In order to notify as many people as possible regarding the final City and Regional staff reports, it was decided to have a last public meeting on March 2, 1998. A package including the draft City report and the Final Regional report and a notice of the meeting were sent out to more than one hundred people. The packages were sent to the office of BOMA, as well as members of BOMA, BIA representatives, Board of Trade representatives, and members of the Downtown Business Network among others.

The meeting notice clearly stated that "both city and regional councils will consider their respective staff reports within two months". A member of BOMA was present at the public meeting where our Regional staff member mentioned that this item would be dealt with at the March 18th meeting of Regional Transportation Committee.

Centretown was butchered in the 1960's when most of the north-south streets were widened and turned into Queensway access roads. The speeding on these streets must be dealt with if we are to increase the residential density that is prescribed in the Official Plan.