

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

5 FEBRUARY 1999

9:00 A.M.

PRESENT

Chair: D. Holmes

Members: M. Bellemare, W. Byrne, R. Cantin, B. Chiarelli, 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 January 1999.**

CARRIED

1. BUDGET REVIEW

1999 TRANSPORTATION COMMITTEE BUDGET

- Co-ordinator, Transportation Committee report dated 25 Jan 99
- A complete index of submissions received is included on the final page of the Minutes

The Environment and Transportation Commissioner, Mike Sheflin, provided a general overview of the Department, stating the Region is presently providing more services with less funding. Despite a reduction in resources, the Department was able to achieve services through a dedicated and trained staff, organizational restructuring, new technology, operational optimization and competitive business practice, et cetera.

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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 24 February 1999 in Transportation Committee Report 29.

The Director of Mobility Services and Corporate Fleet Services, Doug Brousseau provided a general overview of the Department's Operating budget for 1999. The more salient points raised were as follows:

- staff remain committed to providing as safe a transportation system as possible and to protecting the existing infrastructure;
- the Official Plan (OP) has a major impact on business because it calls for major changes to the way people move around in the community and establishes a decreased level of service at intersections from D to E outside the downtown and F in the downtown core;
- ongoing concerns include the addition of 255 lane kilometres, 130 structures and 17 traffic signals, with access to no revenues except through property taxes; in this regard, the Region will continue to lobby the province for revenues collected through fuel tax and licence plate fees;
- the province owns less than 5% of the roads in Ottawa-Carleton, but collects 100% of the revenue from the previously-noted revenue sources, returning nothing to the Region;
- there will be tremendous ongoing burden on the taxpayers to fund the maintenance and repairs to provincial facilities which were downloaded to the Region and it is imperative the Region continue to lobby the province for access to the funds referenced above, noting that 1¢/litre of gas collected in Ottawa-Carleton generates \$10M/year for the province;
- the demand for public trips by all modes continues to increase, resulting in increased maintenance work and increased pressure on the Operating budget;
- there has been a 74% increase in traffic control signals since 1984 which has been accommodated through the use of technology and the commitment to train staff;
- the most significant factor impacting the Operating budget is the ever-increasing number of lane kilometres in the Regional road network; significant increases over the last few years are mainly the result of provincial downloading and these transfers have taken place without accompanying funds necessary to operate and maintain those roadways;
- the growth in lane kilometres of Regionally-owned roads in the last few years has been unprecedented, while the maintenance budget has decreased by 20% over an eight year period;

- five of the eight winters with the highest snowfall accumulation on record occurred during the 1990's;
- decreasing costs to maintain Regional roads (summer and winter) has been a trend, even though the Region has inherited higher-volume roadways which require a higher degree of maintenance; this has been accomplished through the use of innovative technologies, operational efficiency and highly trained and dedicated staff; however, the maintenance requirements of major roadways that have been downloaded by the province make this downward trend impossible to maintain;
- the Department has a gross Operating budget of \$57.8M which represents a net increase in the Region-wide fund of \$1.989M over 1998; winter maintenance accounts for almost \$18M of the total with summer maintenance at \$12.3M;
- funding to outside organizations total \$170,000 and is for the purchase of service agreements with the Ottawa-Carleton Safety Council and Citizens for Safe Cycling whose mandate it is to enhance traffic safety through education and training and which provide excellent value for the Region's investment;
- the most significant downward pressure this year is the reduction of vehicles and equipment cost;
- the total increase in infrastructure maintenance budget is \$512,000 as a result of MTO road transfers, contract settlements, maintenance of green assets and the maintenance of Confederation Boulevard;
- snow clearing removal and de-icing material on MTO transferred roads accounts for over \$1M of additional funding in 1999, which is not offset by any provincial funding;
- changes in technology i.e. combination units, and new snow plowing methodology have created operating efficiencies of \$122,000; for 1999, winter maintenance activity requires an increase of just over \$1M;
- the Department has been active in developing partnerships with the private sector and community groups and other government agencies in an effort to share resources, save costs and add to the quality of life i.e. Confederation Boulevard upgrade, the Region's Road Weather Information System, Adopt-A-Road, Meadows for Millions et cetera;
- although the Department is continually trying to improve their initiatives they have been overtaken by an expanded transportation system and without proper funding, service trade-offs have to be made and any reduction in funding will impact on the level and breadth of services currently provided; such impacts could include: a

16% increase in cost to drive on snow-covered roadways, an increase in transit service delays and an increase in collisions.

Mr. Brousseau concluded by stating that the safety of all road users is the Department's main priority and staff are committed to doing everything they can with the funds allocated, to protect the investment the community has in its infrastructure. He added that reportable collisions in recent years has declined thanks to traffic management and improved and aggressive road maintenance.

Councillor Meilleur congratulated staff for reducing accidents, but reiterated her ongoing concern about the collisions which continue to claim lives on Highway 17 west of Ottawa. D. Brousseau advised that the Town of Arnprior has been putting pressure on the province to build an additional lane from Ottawa to Arnprior, but the province says it does not have the funds to do that. She indicated she had previously suggested that the Regional Chair write to the province to remind them about the dangers that continue to exist on this stretch of highway and questioned the status of her request. While he was not aware of the status of that issue, D. Brousseau suggested it would be a stronger position if Council were to send a resolution to the Ministry, urging them to improve conditions on that highway.

Moved by M. Meilleur

**That the Regional Chair send a letter to the Minister of Transportation urging the provincial government to fund the widening of Highway 17 west from Ottawa to Arnprior.**

CARRIED

Councillor Davis referred to a memo dated 28 January 1999 from the Director of Mobility Services to the Committee Chair. The memo was in response to a request by Councillor Holmes for a list of locations that staff reviewed to determine current warrant compliance. Councillor Davis was quite concerned staff would suggest removing signals in order to save money. The Commissioner stressed that the Region cannot continue to install signals without the resources to maintain them and if Council directs that cuts must be made, service will suffer. He emphasized that staff are not recommending the removal of any signals; Council gave the Department a challenge to come in with a budget that will not require a tax increase and staff had to look at service levels or areas to cut. In fact, he advised that staff recommended to the Budget Sub-Committee that no location be identified until committee and Council decide whether they want to even consider removing signals to save money. D. Brousseau added that staff did not do an exhaustive review of unwarranted locations to arrive at that list, but simply put together a compilation of those signals that had not been warranted.

Councillor Byrne noted and was concerned that many of the signals included on the list provided by staff are situated in areas where there is a high volume of pedestrians, particularly seniors and children.

In light of the number of delegations who wanted to speak to the issue of the proposed reduction in the traffic control signal budget, the committee agreed to consider that particular matter first. However, since no member was prepared to move the adoption of the reduction as proposed in the Budget Sub-Committee report it would therefore not be supported and the Committee Chair stated there was no need to hear from the delegations.

Councillor Cantin proposed that staff review the relevance of the current traffic control signal installation, taking into consideration the new criteria established by committee and Council. He noted that the same public who do not want taxes increased, also don't want services cuts; however, the committee must either make the decision to look at where costs can be reduced and in effect some services, or increase taxes.

Councillor Bellemare felt there was a discrepancy between the cost of signals when the 1998 forecast estimated them at \$2884/intersection but in the 1998 budget they are costed at \$2810/unit. He questioned why staff is assigning an average cost/intersection which is upwards of \$500/unit. The Director reminded committee that every year 25 locations are installed and only three or four of those are warranted and are paid for by the taxpayer. Therefore, the maintenance and installation of unwarranted signals are paid for by others e.g. developers. Also, there is a charge for installation so some of those funds help to keep the overall cost down. The councillor referred to this item at page 33 of the budget and noted that the original recommendation was to increase the signal operations by 6.7% and the Budget Sub-Committee recommendation to reduce the budget for this account by \$200,000 would result in a status quo budget compared to last year. The Commissioner indicated that the difference is the new installations that have occurred over the last year; therefore, there cannot be a status quo and operate the new signals. It was further indicated that the budget document was prepared in the summer and therefore does not reflect anything since then.

Councillor Bellemare further questioned what the cost would be to remove signals and how much could be recovered. The Commissioner indicated that the value of the parts would offset the cost, but a detailed analysis had not been done to discover further savings. Given this fact, the councillor questioned whether in fact the cost could supercede any savings and was advised by M. Sheflin that without giving a value to the parts recovered, the cost would exceed any anticipated savings; however the parts would be stock and give them a value which would be sufficient to cover the cost of removal.

Councillor McGoldrick-Larsen noted that the majority of the unwarranted signals on the list were paid for by others and yet if the Region were to remove them, it would keep those assets and not give consideration to the money already spent to install them. The

Director indicated there is an agreement that when signals are installed the Region takes them over when they become warranted.

**That the Transportation Committee approve the proposed reduction of \$200,000 in the Traffic Operations - Signals budget, as endorsed by the Budget Sub-Committee.**

LOST

YEAS: ....0

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

On behalf of Councillor Cantin who was absent from the room, Councillor Kreling agreed to put forward the following Motion:

Moved by H. Kreling

**That staff review the relevance of the current traffic control signal installation, taking into consideration the new criteria established by committee and Council.**

LOST

In his presentation on the 1999 Capital Budget, D. Brousseau provided the following comments:

- the 10-year Capital program only represents an investment to maintain the current system and does not include any new projects;
- the current level of funding is inadequate to protect all assets and the lack of timely rehabilitation will lead to more costly construction in the future;
- the capital program does not conform to the 10-year capital forecast outlined in the Transportation Master Plan (TMP) because the funding is not available; the Department recommends Council focus its limited resources on safety and rehabilitation;
- in 1992, the 10-year capital authority request for the Region-wide transportation fund contained a requirement for over \$1B; in 1999, there is less than \$300M in the 10-year program which is a 71% reduction;
- with no cost-sharing programs or other sources of revenue available, Council will be unable to undertake any new growth projects that address the TMP requirements and which are so important to the economic well-being of the community e.g. Hazeldean Road beyond Terry Fox Drive, Phase 1B of the West Transitway and Innes Road beyond Orleans Boulevard.

Given the priorities established in the TMP and the Official Plan (OP) and the limited funds available to the Region, Councillor McGoldrick-Larsen questioned their relevance in today's scenario and whether that list has to be revised. The Commissioner confirmed there are no projects for new capacity in the 10-year program. P. Sweet, Director, Policy and Infrastructure Planning, indicated that Table 6 in the OP outlines an infrastructure program as a guideline to Council in setting budget priorities and almost all the projects contained in the Priority 1 list are addressed in this Capital budget, but almost nothing in the Priority 2 list has been addressed, hence the Director's comments about that budget not conforming to the OP.

The councillor further questioned how much the Region would have to raise taxes by in order to meet the \$32M shortfall and the 10-year Capital program and the Finance Commissioner, Jack LeBelle, advised it would require a 10-12% increase, but in future years, that increase would not accommodate ambulance services, for example. The councillor was disheartened that there was no plan to deal with the continued growth and inadequate road and transit services that presently exist.

Councillor Legendre questioned where there is reference in the budget document to anticipated revenues in the next year and the Finance Commissioner responded by stating the document does not provide any anticipated assessment growth amount. He added that there has been growth in the Region ( $3/4$  of 1% = \$2.5M) and in the assessment roll; however, many of the amounts that appear on the latter are suspect. Therefore, while staff could have put forward the assessment growth which could have been built into the draft estimates, showing a revenue increase, they would have also had to make provision on the other side for an equal amount in remissions so it was decided not to include either.

Councillor Bellemare questioned why the authority needed for the light rail project is not coming forward at this time. P. Sweet advised that the capital budget sheet at page 210 is for studies; the \$16M which was a cost estimate for the project has not been formally approved by Council and will not appear as a capital expenditure until the 2000 budget. The Director added that during Council's consideration of the 1998 budget, it was decided that a portion of the Capital authority from the West Transitway Extension would be used for transit generally and not just the West Transitway.

Given the extent of the Region's financial restraints and the necessary funds that will have to be put into Capital projects each year, Councillor Bellemare asked whether staff would examine those projects in the 10-year Capital program, including light rail and prioritize them over the next five to ten year period. M. Sheflin indicated that Council has already made decisions with respect to light rail, and with respect to the rest of the Capital programs, there are no new capacity projects. He emphasized that staff would not recommend any program that does not see the preservation of the Region's infrastructure.

In looking at transit services, he advised the priorities are very clear i.e. Mackenzie King Station, Phase 1A of the West Transitway to Bayshore and the Fallowfield Park and Ride lot.

The Planning and Development Approvals Commissioner, Nick Tunnacliffe, indicated that Council's priorities for the next 10 years are contained the Official Plan as walking, cycling, transit, road projects. The councillor expressed his discomfort with the way the Capital spending plan is being presented, especially the light rail project.

The committee received the following delegations:

*John Calvert, Chris Bradshaw, Kate Reekie, Citizens for Safe Cycling (CfSC)* indicated that the program they operate on the Region's behalf is an essential part of achieving the goal in the Official Plan to encourage more trips by bicycle. It is essential to have an effective safety and promotion program for cycling in the Region and training and education is important in ensuring that cyclists learn to ride safely on the road. Their messages are conveyed through literature, information booths, the media and through school programs. They are a largely volunteer-based organization, with partnerships with business and community associations.

They reviewed their accomplishments and presented a public service announcement conveying the message that if the two modes of transportation were reversed in size, would there be a greater likelihood of respect between the two. In addition to the funds provided by the Region, CfSC receives grants and generates revenue through fund-raising activities.

Last November the Board appointed a task force to conduct a comprehensive strategic review of the cycling, safety and promotion program and as a result, a number of recommendations were made including:

- greater emphasis on promotion in conjunction with other organizations i.e. community, pedestrians and the RMOC);
- targeting specific groups such as women and people over 50 to encourage them to cycle more and also to improve their efforts at media monitoring to determine who is getting their messages so they can improve their effectiveness;
- targeting teens before they start driving because that is a critical age group to promote cycling to;
- develop a campaign directed at motorists to increase their consciousness of the danger they pose due to the size of their vehicle vs a bicycle;
- increase community support for some of their program activities in order to develop a wider group of stakeholders to continue the program.



They indicated that they want to be able to be on an on-call basis for the Region and to involve the police and schools and target key people so CfSC will take on more of a “training the trainer” roll. They acknowledged that these objectives will be difficult to achieve given the current funding levels, but they will endeavour to achieve those goals. The committee received copies of their literature package.

When questioned what per centage of their budget is provided by the Region, J. Calvert indicated the Region provides the majority of their funds. He elaborated by stating they are trying to increase their funding base, but acknowledged that the Region mandates this organization to provide certain services. Councillor Meilleur questioned how many French training sessions were held in 1998 and J. Calvert advised that this information was not readily available but agreed to forward it to the councillor.

Councillor Cantin questioned whether CfSC had addressed the issue of bicycle couriers to ensure they are properly educated, citing the erratic methods some of them use to get around in the downtown core. Mr. Calvert indicated that while they do not specifically target this group, he believed there is a training program provided by some of the courier companies. The councillor suggested that CfSC speak with those companies to ensure these couriers have the proper training. J. Calvert responded to this suggestion by indicating this may be an area that they, the police and courier companies could possibly work on together.

As part of their school-based education programs, the Committee Chair suggested they target those schools which will be faced with a reduction in school buses, to ensure that students who must get to school by other means are taught safe cycling habits and the rules of the road.

*Councillors Wayne Phillips and Jan Harder, City of Nepean* urged committee to include in the 1999 Capital budget monies for arterial road and transit improvements required to serve south Nepean, specifically in the area of the Merivale and Fallowfield and Woodroffe and Fallowfield intersections, which are both operating at capacity. The Official Plans for both the Region and Nepean have over the past 20 years established policies and objectives for new growth (residential and employment) to occur in south Nepean. With a population increase of over 1200 each year and the expansion of new office space/commercial growth, the current transportation system cannot accommodate the projected volumes. Without the Southwest Transitway being place or additional bus lanes along Woodroffe, transit as suggested in the Regional Official Plan is not a reasonable alternative.

Councillor Phillips explained that long term planning of the growth objectives contained in both Official Plans are being met; south Nepean is developing and accommodating residential, employment, retail and commercial growth as planned and the Region’s budget must reflect this fact. In conclusion, he requested that amendments be made to the 1999 10-Year Capital forecast so that immediate action can be taken by the Region to complete

roadway and transit improvements within a time frame which would maintain reasonable levels of service to south Nepean and would support the Region's objectives of increasing transit usage. He indicated these suggested improvements were contained in Public Works Committee Report No. 004-99, distributed to committee members under letter dated 4 February 1999.

Councillor McGoldrick-Larsen inquired how traffic is anticipated to increase at the intersection of Woodroffe and Fallowfield and further south. D. Brousseau advised that growth in the area has been quite remarkable, resulting in most intersections failing during peak periods. The councillor was concerned about the impact on the road system caused by the Park and Ride lot to be constructed just west of Woodroffe and questioned whether buses will be able to access the lot if the Region does not address the need at this intersection. D. Brousseau advised that staff will make every effort to give priority to buses, but reminded committee that transit is operating in the same congestion on Woodroffe Avenue.

Referring to the South Merivale Business Park, the councillor questioned whether there was a difference in the traffic being generated from the use it is now as opposed to the use that was originally anticipated and further, how this will impact the present traffic situation. Jack Stirling from the City of Nepean confirmed the employee counts are significantly different and will be higher than originally anticipated. From an employment perspective, the councillor saw this as good news because it means working towards the goals of the city and the Region in meeting targets for employment in the suburban growth areas; however, there are immediate traffic problems that must be addressed. She noted there was no reflection in the Capital Budget for funding for an environmental assessment (EA) for the intersection of Fallowfield and Merivale and B. Reid, Project and Infrastructure Planning Branch indicated this location is not on the list identified for EA work over the next few years.

When questioned by the councillor whether the intersection modifications to Woodroffe at Fallowfield had been incorporated as part of the Park and Ride project, B. Reid advised that when work began on the detailed study of that lot, the initial intention was to join the two; however, the intersection was removed in the interest of cutting costs for the study. Councillor McGoldrick-Larsen stated that it is clear the Region needs to advance works to address growth and congestion in south Nepean.

The councillor made reference to the development of the JDS Fitel plant on Merivale Road south of Fallowfield and questioned whether there were any development charges collected which were related to the roadwork improvement at that intersection. Mr. Stirling confirmed that modifications to the intersection would be seen as growth-related works and therefore funded under RDC's. He went on to state that through the site plan approval process, there was an arrangement for that company to participate in a transportation study with conditions that they contribute a proportionate share to modifications to the access to the Business Park at Merivale and Beckstead as well as at Merivale and Highway 16, which are normal conditions the city applies in similar type

situations. He remarked that the Merivale/Fallowfield intersection is quite a distance from the site entrance to the JDS Fitel development and since they are only one of many factors contributing to the congestion at the intersection the cost for modifications at that intersection should be borne development charges whether they be municipal or regional.

*Cam Robertson, City Centre Coalition* provided the following comments:

1. The Ministry has directed the Region to conduct studies on the affects of the Hunt Club ramps to the Airport Parkway before constructing additional ramps or carrying out further roadwork on that facility. The Airport Parkway Environmental Traffic Impact Study (APETIS) must be completed so Council will have the data to make informed decisions. He urged committee not to plan another ramp at Walkley Road and to implement and evaluate the light rail project before another ramp is planned because the diversion of traffic to rail can postpone any requirement for another ramp.
2. Urged committee to ensure there is provision in the budget to complete the APETIS.
3. The Coalition supports the Walking Security Index and recommend a provision for up to \$6000 to be spent on making copies of that report available to the public so informed discussion can take place.
4. Expressed concerned about the proposal to reduce planning staff by one person with a stated consequence in the report being a reduced ability to implement TMP and Official Plan transportation issues such as pedestrian and transit projects. They preferred that Council give a clear message that these priorities are to proceed and that TDM as set out in those Plans is to be implemented.

*Brian Nelson, Vice President, Longfields-Davidson Heights Community Association* expressed concern about both sides of Woodroffe and Fallowfield. He remarked on the amount of growth in the last couple of years and the burden increased traffic will place on an already stressed transportation system. He opined that south Nepean is very underserved by OC Transpo, with no east-west bus connection between Barrhaven/Longfields-Davidson Heights and Merivale Road. He indicated that far more residents shop along that road than at Bayshore, but the lack of buses forces them to make their shopping trips by car, therefore adding to the congestion. He supported the proposal for the Park and Ride lot on Fallowfield to increase transit usage, noting that ridership will probably increase with an improved service. He believed the construction of the lot, without expansion of the Woodroffe Avenue intersection is a great error because it is the only exit out of the community (east and south). His community is in favour of widening the intersection to provide better access for both transit and vehicles.

With respect to his suggestion to improve lateral bus service, Helen Gault advised that OC Transpo is currently reviewing options for restructuring which she believed would address some of his concerns. She agreed it would be helpful for OC Transpo to give the community an opportunity to make their views known.

Councillor McGoldrick-Larsen noted that buses currently get caught up in the congestion at Woodroffe and Fallowfield and questioned what volumes staff anticipate with respect to vehicles/cars as opposed to buses. The Director indicated that the TMP recommends improvements in this corridor, but the long term plan does not provide the funding to do those improvements. He added that if the Region does not succeed in achieving the goals of the Plan, it will be the equivalent of \$12/day for residents travelling by bus from Barrhaven. The councillor asked whether the Park and Ride lot will function as effectively and be as successful if the intersection is not improved and the Commissioner remarked that if those improvements are achieved, the lot will certainly operate more successfully because buses will be able to get there from their own access, therefore avoiding the intersection.

*Robin Bennet, Regional Cycling Advisory Group (RCAG)* was pleased the Region has put a lot of effort in producing a plan that identifies a future cycling transportation network, but he recognized this is a long way from completion. He advised that the main role of RCAG is to provide grass roots input into the “whats and wheres” of the cycling budget and as volunteers, they cost the Region nothing while providing good service. He advised that money placed in the Cycling Facilities Improvement Program (CFIP) budget is spent almost entirely on improving cycling infrastructure and not on administration. However, due to the absence of administrative support (minute-taker), they have temporarily halted their monthly meetings. He believed the Region should provide that support and hoped the budget will identify a mechanism that will provide this critical but inexpensive support to the advisory group which he agreed could be taken out of their allotted CFIP funding. He noted that the new branch in Mobility Services will include a staff person for cycling co-ordination and he was very disappointed that this new branch might be minimized due to budget cutbacks. He believed a full-time bicycle co-ordinator position would go a long way towards bringing cycling facility improvements up to par with the efforts made with road improvements. He indicated they do not have the resources to develop plans of action and staged developments to know exactly what they are doing and presently, RCAG is responding on an ad hoc basis. He applauded the Region’s approval of the new emphasis on transit, cycling and pedestrian transportation modes in the Region and believed it will make for a better environment to live in.

*Frank Kearney* spoke on behalf of a number of residents in the Longfields area who feel the construction of the Park and Ride lot on Fallowfield should be stopped or delayed while the alternate proposed site can be reviewed. They believe the lot will contribute to the already high volume of congestion at Fallowfield and Woodroffe, with no relief available through road improvements. He was also concerned about the increased noise and pollution levels that would be generated by this facility. Mr. Kearney referred to the

original preferred site further south at Greenbank and Strandherd which he believed would be more beneficial to the bedroom communities, as it would draw commuters from the Highway 416/417 interchange extension and place them in the planned city centre. It would also allow a reverse flow for the buses during peak hours, drawing passengers into the city centre against the outgoing commuters and dropping them at bus connections, maintaining that this would provide incentives to attract transit ridership, thus decreasing roadway volumes. He urged committee members to re-open an investigation of the originally preferred site.

Councillor McGoldrick-Larsen questioned whether any residents had come forward with similar concerns during the EA process and B. Reid advised that the Park and Ride lot was part of the Southwest Transitway EA carried out in 1994 and had a long history of public involvement. He added that this process is in the final stages of receiving approval from the Ministry. When asked to explain why the Greenbank/Strandherd site was rejected, Mr. Reid advised that the preferred site was chosen because the land was available and would be well served by transit. In response to further questions posed by the councillor, Mr. Reid advised that the Region is in its final stage of design and a public meeting has been scheduled for later this month. He anticipated a notice from the Ministry of Environment with respect to the EA very soon so the process is close to being completed. The councillor asked that staff provide the delegation with a contact name at the Ministry so he can pursue this further at the provincial level.

When questioned how residents were notified about the proposed Park and Ride lot, B. Reid advised that brochures were circulated to 51,000 homes and 10,000 brochures were distributed on OC Transpo buses. In addition, public notices appeared in the newspapers and four public meetings were held between February 1994 and January 1996.

Mr. Kearney advised that when he bought his home a few years ago, he was told by the developer that there would be nothing at the intersection of Woodroffe and Fallowfield because it was Greenbelt land.

*John Kane, Glebe Community Association* urged committee to postpone the ramps at Walkley and the Airport Parkway until the APETIS has been completed. He strongly encouraged committee to endorse the proposal to amend the Regional Official Plan to eliminate the twinning of the Airport Parkway.

*Linda Hoad, Federation of Citizen's Associations* stated that the Capital Budget contains considerable funds for cycling, TDM and traffic calming but on page 32 of the Draft Operating Estimates, the final point listed refers to the creation of a new organizational structure to deliver TDM and traffic calming; she hoped the order of objectives did not reflect the priority in the Department's work plan. She was concerned the Region may budget dollars for traffic calming, but will fail to provide the resources to ensure the objectives of the OP can be met. Ms. Hoad was also concerned about the funding for light rail and reminded members that this project is also part of the OP priorities and is

necessary to achieve the identified modal shift. She added that as the Region shifts travel to transit, it can postpone road construction, reduce travel on overburdened roads and hopefully reduce the subsequent maintenance costs. In closing, she stated that if motorists cannot get to where they want to go as fast and as easily as they used to, they have some responsibility to adjust their driving habits.

In response to her comment about the 1999 Goals of Mobility Services, the Commissioner confirmed the list was not in any particular order of priority.

*Nicholas Patterson, Canadian Developers Institute* noted that the Region has the highest tax rate out of the 17 largest cities in Canada. He stated that when the methods of financial management between the private and public sectors are compared, he believed the private sector was more cost-efficient than the public sector. With respect to the cost of light rail, he opined that it appeared to be quite significant, considering the fact that the Region already has access to the rail lines and could buy second hand cars.

Some committee members challenged his statement about public vs private management, citing the Region's consideration of privatizing the Robert O. Pickard Environmental Centre in recent years. When Council gave staff a chance to operate the plant, it actually saved millions of dollars over and above what the private sector was proposing it could operate it for. It was noted that efficiencies come when one introduces the aspects of competition.

Having heard from all delegations, the committee proceeded to consider the proposals endorsed by the Budget Sub-Committee.

BUDGET SUB-COMMITTEE PROPOSALS

Winter Maintenance

- pg. 50

Moved by M. McGoldrick-Larsen

**That the Transportation Committee approve the reduction of \$600,000 in the Winter Maintenance budget as endorsed by the Budget Sub-Committee.**

CARRIED

Contracted Maintenance - Winter and Summer

- pg. 50

Committee members received a memo from Councillor Stewart dated 4 February 1999 with respect to the summer maintenance of the former NCC lands adjacent to the Airport Parkway. She was seeking the committee's consideration of additional monies being identified for this budget item. The Director of Mobility Services advised that the councillor was looking for an increase in the way the Parkway is maintained.

Moved by J. Legendre

**That the Transportation Committee approve the reduction of \$300,000 in the Contracted Maintenance budget for winter and summer, as endorsed by the Budget Sub-Committee.**

CARRIED

Traffic Operations - Signals

- pg. 33

Please refer to the discussion of this item at pages 4 to 6.

Moved by R. Cantin

**That the Traffic Control Signals budget be reduced by \$50,000.**

LOST

YEAS: R. Cantin, B. Chiarelli....2

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

Traffic Operations - Signs

- pg. 39

Staff confirmed that a reduction in this budget implies that staff will not replace signs that degrade over time; this does not include regulatory signs which will continue to be maintained.

**That the Transportation Committee approve the reduction of \$32,000 in Traffic Operations - Signs, as endorsed by the Budget Sub-Committee.**

CARRIED

Environment and Transportation - Engineering

- pg. 25

D. Brousseau explained that the Department will take three staff to make up the \$79,000; this reduction will impact on staff availability to attend public meetings and the response time for getting information to the public.

Councillor Doucet did not support the proposed reduction because he recognized the need for staff to attend public meetings. The Director of Engineering, Jim Miller indicated that where the Department has planned efficiencies with technology such as computer-aided assistance, they will be able to find efficiencies and he believed the total of that will be \$79,000. He recognized the councillor's need for information, but believed the Department can still achieve its goals.

**That the Transportation Committee approve the reduction of \$79,000 in Transportation Engineering, as endorsed by the Budget Sub-Committee.**

CARRIED

(C. Doucet dissented)

### OPERATING BUDGET

Environment and Transportation - Mobility Services

pg. 33

Councillor Byrne proposed the following Motion:

*That \$5000 of the funds in the Safety and Traffic Studies be used for the final payment of \$4,615.50 of the Walking Security Index (WSI) contract with Professor Wellar and towards making available copies of the report (WSI) to residents free of charge.*

She indicated that this project was contracted to Professor Barry Wellar at the University of Ottawa, who received a certain amount to conduct the work. She believed this pilot



project is quickly gaining national attention, from which the Region will benefit and she indicated the amount will cover his additional expenses not covered by Regional funding, plus enable him to make free copies of the WSI available to the public.

The Commissioner advised that if the intention is not to increase the amount in the budget, that it should more appropriately be dealt with as direction to staff as opposed to a committee Motion.

When questioned whether this report is accessible through the Region's website, staff advised there is a version on the Web which will be updated and put up in its final form.

Councillor McGoldrick-Larsen cautioned committee that if the Region continues to make paper copies available free of charge this will only lead to increased costs; she maintained that the public should be encouraged to access those documents through their local library or the internet.

Councillor Cantin believed there should be a minimum charge for various Regional documents and did not support the Motion to provide additional funding for this project. If the Region approves the funding, he questioned whether it then becomes owners of the report and staff indicated they would have to look into the copyright issues; the University has been selling the documents, thereby implying ownership.

Councillor Legendre stated the difference in cost between what Dr. Wellar requires and the \$5000 total provided by the Motion will be enough to print several copies of the report, but would not create an abundance of copies. On the merit of the case, he stated this was not like a contract in the usual sense but was a very innovative research project which the Region will benefit from. He felt it was well worth the additional money being requested.

The following Motion was approved as direction to staff:

Moved by W. Byrne

**That \$5000 from Safety and Traffic Studies in the Mobility Services Operating budget be used for the final payment of \$4,615.50 of the Walking Security Index contract with Professor Wellar and towards making copies of the report available to the public free of charge.**

CARRIED

YEAS: M. Bellemare, W. Byrne, C. Doucet, D. Holmes, J. Legendre,  
M. McGoldrick-Larsen, M. Meilleur....7  
NAYS: R. Cantin, B. Chiarelli, H. Kreling....3

**That the Transportation Committee approve the 1999 Draft Operating Estimates as amended.**

CARRIED

1999 DRAFT CAPITAL ESTIMATES

Councillor McGoldrick-Larsen inquired what “Capital Works in Progress Not Requiring Additional Authority” was at page 30 of the book. She thought it would be helpful to identify this line item in future. The Finance Commissioner advised that there is a list that staff distribute to councillors on a quarterly basis of all the projects currently underway.

Councillor McGoldrick-Larsen inquired whether the Department intended to include the modifications to the intersection of Woodroffe/Fallowfield as part of the Park and Ride lot and how far those funds could go to making interim improvements so the lot operates more effectively. The Commissioner advised that the intersection is a separate project and the Park and Ride should not be delayed until the intersection is upgraded. He believed it will be designed to work and will attract people to use it. The councillor proposed the following:

*That funding be allocated to improve the intersection of Fallowfield and Woodroffe to support the operational effectiveness of the Park and Ride Lot to be built at Fallowfield and Woodroffe.*

She recalled the presentation from representatives of Nepean and maintained that the Region cannot continue to allow the infrastructure needs in the growth areas to suffer because the Region is faced with financial challenges. She emphasized that the Region should not continue to encourage economic development when it cannot support the infrastructure necessary to accommodate that growth. She wanted to assure residents that the intersection will function once the Park and Ride lot is opened and that they will be able to access it. She remarked that despite residential growth in the Longfields/Davidson

Heights communities, there is no public high school and students have to be bused to school and with the elimination of school buses, these students will have to use public transit. She acknowledged the need to improve transit services in order to attract ridership and cited the importance of upgrading this intersection because the buses are in the same congestion as other vehicles.

The Regional Chair questioned whether that intersection presently addresses the demand and was advised by D. Brousseau that it does not and is operating below the expected level of service. Chair Chiarelli asked that staff provide him with a list of intersections in Nepean that are operating at levels of service E or F. Councillor Kreling indicated he would appreciate receiving a similar list for Orléans.

There was some general discussion about diminished levels of service at intersections, but based on the Council approved OP, it was suggested this will continue to occur and people will just have to learn to live with it. M. Sheflin remarked that the OP does include increased travel times (30% and more) and added that if the Region fails to put in improvements to maintain levels of service E and F, a 50% increase in travel times will occur.

Councillor McGoldrick-Larsen stated that approximately one out of every four people north of the greenbelt will take transit (13%) and if the Region wants to encourage more ridership, it will happen sooner if the intersections and roadways are improved so buses are not caught in the same congestion. She referred to the thousands of new employees at the JDS Fitel plant, many of which will travel through the intersection of Woodroffe and Fallowfield and Merivale and Fallowfield to access that plant. She stated further that the objectives of the Region's OP and Nepean's OP is for 20% of the population to live and work in the community.

Moved by M. McGoldrick-Larsen

**That funding be allocated to improve the intersection of Fallowfield and Woodroffe to support the operational effectiveness of the Park and Ride Lot to be built at Fallowfield and Woodroffe.**

LOST

YEAS: M. McGoldrick-Larsen...1

NAYS: M. Bellemare, W. Byrne, R. Cantin, B. Chiarelli, C. Doucet, D. Holmes,  
H. Kreling, J. Legendre, M. Meilleur...9

Councillor Byrne referred to Item 2 of the agenda with regard to Public Transit Goals in the West and Southwest Corridors, stating there were a number of initiatives contained in that report which will lessen the impact of not having the West Transitway Phase 1B completed. She noted that the total cost of the package is \$4M and last year when

Council agreed to defer \$20M from Phase 1B with a view to other transit initiatives, she felt these were at a better cost than the West Transitway was for those improvements and that they would go farther to accomplishing the goals of the OP because it takes the transitway further west to Kanata. She indicated she would be bringing forward a Motion that the Region improve the strategy for meeting the goals of the Official Plan for the short term as outlined in the staff report and referred to a memo from Councillor Munter in support of those initiatives.

Steve Taylor from Totten, Sims, Hubicki provided committee with an overview of the West Transitway Extension. He indicated the project is made up of many small components which do not require EA's.

Councillor Legendre found it hard to believe this item is before the committee at this time and noted the staff recommendation is only for information, but a Motion has now been brought forward which would make the issue an action item. He questioned the apparent need to rush this item through and was advised by the Commissioner that the extension is a needed component of the transitway system. He agreed that the construction phasing of this project is overly ambitious, but was doubtful that any work would be done in 1999. The councillor was angry that this report was being brought forward today because he felt there was not enough adequate information to enable the committee to make the decision it is being requested to make.

When questioned how the Region will finance this project, J. LeBelle advised that since the project has already been approved by Council, the Motion simply advances the cash flow each year by \$4M which carries a \$200,000 interest charge. Councillor Meilleur was concerned about the impact this will have on the rest of the budget in future years because the Region will have to make up the funds paid in interest charges for this project.

Moved by W. Byrne

**That Transportation Committee recommend Council approve the strategy for meeting the Official Plan's transit goals for the west and southwest in the short-term, as outlined in the Planning and Development Approval Commissioner's report dated 19 January 1999 and authorize \$4M for the 1999-2000 package of measures outlined in the report (to be funded out of Account 943-30626 - West Transitway), and;**

**That the further measures outlined in the report be referred to staff for inclusion in future budget estimates.**

CARRIED  
(M. Bellemare and  
J. Legendre dissented)

It was suggested that better maps be made available when Council considers this item during its budget deliberations. Staff confirmed they would set up a display of all the drawings and details necessary outside the Council chambers that day.

Councillor Cantin remarked that the municipalities to the west generally have more roads than in the east and the increased congestion has caused more incidents of motorists running red lights and blocking intersections, particularly at Innes and Cyrville. He indicated his intention to put forward a Motion that provides for an amount of \$10M to be established in the 2004 to 2008 Capital budget provision to make improvements to Innes Road at particularly congested intersections. He elaborated by stating there is so much congestion that people often cannot even leave Blackburn Hamlet and as development occurs, there is a need to improve the infrastructure. He confirmed it is not just to address the needs of commuters.

The councillor believed that if committee approved his Motion, it would take pressure off St. Laurent Boulevard and many other intersections, adding that the limited number of east/west roads in the east end continually congested and regularly operate at levels of service E and F.

N. Tunnacliffe confirmed that the Innes/Walkley connection is in the OP as a conceptual link which means there is no alignment for it and it is toward the end of the planning period when staff would recommend Council consider implementing it. He advised it would entail a considerable amount of work to look at where that route might be located.

Councillor McGoldrick-Larsen indicated her preference to examine this matter in the context of a staff report. She could not support moving it up in the priority list without looking at it in the context of all other projects.

Councillor Meilleur questioned what the impact this Motion will have on other projects in the budget and was advised by N. Tunnacliffe that the OP identifies works and facilities up to 2006 and there are a number that are not identified as being in the Capital budget and those should certainly be the priority. The councillor further inquired what per centage of the traffic will use that road since it is only intended to go to the Airport. The Planning and Development Approvals Commissioner confirmed that the new link would relieve traffic that is presently using Innes and Highway 417 and Walkley, but he was unaware of the volumes on those roadways.

B. Reid added that the main reason this link was identified in the OP was to provide some additional capacity to serve the growth in Orléans. He further noted that it was identified in the TMP and is in the 10+ year horizon recognizing it is a new corridor through the Greenbelt and therefore would be very difficult to determine the exact location requiring the EA detailed work.

Without taking anything else out from the budget at this point, the Regional Chair inquired what the critical time period is for determining the limited expenditure. N. Tunnacliffe advised that staff have not done any work at all on this but noted that study of a route selection and the EA process will be an expensive undertaking. He confirmed the EA would have to be completed in 2003, which takes a couple of years to finish. The Regional Chair questioned whether staff required the Motion to be approved before moving to an EA or could they simply proceed based on the OP. N. Tunnacliffe advised that the OP puts this link off to the 2011-2025 time frame.

With respect to the Innes Road portion east of Orléans Boulevard, Councillor Kreling noted this part has been pushed off the 10-year Capital forecast. The councillor explained that the real bottleneck on that road occurs in the area where the Motion suggests there should be a connection and he questioned that if the four-laning of this connection were to precede the link, that part of Innes which is now four-laned will simply get more congested. He questioned whether the project for the link should be tied into the widening of Innes Road and D. Brousseau advised that the TMP identifies that widening well in advance of the link.

Moved by R. Cantin

**That Committee appreciate the considerable pressures put on the Regional road system in the eastern portion of the Region and the limited options available to the taxpayers of the east urban community;**

**That Committee consider that ordinary citizens regularly become law-breakers and run red lights at Blair/Innes, Cyrville/Innes and other more minor intersections on Innes Road;**

**That Committee consider that the Regional Official Plan identifies a need for a connection from Innes Road/Blackburn Hamlet By-Pass to the Walkley interchange to reduce travel distances to the Macdonald Cartier Airport and reduce congestion at Highway 417/Innes interchange;**

**Given that Innes Road currently fails to meet service levels on a daily service, that a budget figure of \$10M\* be established in the 2004 to 2008 capital budget projections.**

\* as estimated in the Planning and Environment Assessment Summary Report (Nov 97).

LOST

YEAS : M. Bellemare, R. Cantin, B. Chiarelli, H. Kreling....4

NAYS: W. Byrne, C. Doucet, D. Holmes, J. Legendre, M. McGoldrick-Larsen,  
M. Meilleur....6

Bank Street (Rideau River to Rideau Canal)

- pg. 116

Councillor Doucet stated that tearing up this portion of Bank Street will have a significant and negative impact on businesses and he suggested staff meet further with businesses and the community association to address their concerns. In particular, they were seeking some improved streetscaping to create a more pedestrian-/community-friendly street by the use of bulb-outs, sidewalks, et cetera.

Moved by C. Doucet

**That staff meet with the business community and the community association in Old Ottawa South to develop a conceptual design for Bank Street between the Rideau River and the Rideau Canal, taking into account the community's desire for an upgraded pedestrian and community friendly shopping street. And this concept development/public participation process should be completed by 1 January 2000.**

CARRIED

Transportation Demand Management

- pg. 192

Councillor Doucet noted there are a number of communities seeking traffic calming and while there was a budget of \$250,000 approved last year, that amount was not enough to cover the projects approved by Council. He proposed that resources for a Travel Demand Management and Traffic Calming Section be included in the budget and that this section be composed of four people.

The Director of Mobility Services indicated that if there is not enough money in those Capital budgets including TDM, traffic calming and cycling, he did not recommend taking a portion from the Capital budget to cover that expense. If the committee decides to add monies to TDM, he believed there will be enough money to create the branch; however, if committee does not recommend that, he suggested staff be given an opportunity to report back with suggestions for an alternative approach such as a task force of Planning and Environment and Transportation staff and OC Transpo, similar to what is done for transit priority.

The councillor noted there is \$450,000 in the budget but was skeptical that those funds would cover the outstanding work to date. He believed the Region should make more of an effort in this area and urged committee to support his Motion.

The Committee Chair indicated her interest in putting funds into TDM and suggested that funds be taken from the Walkley Ramp Project and added to that budget. The Commissioner indicated there was \$1M in the Works in Progress fund for that account and Chair Holmes suggested that since the ramp cannot be constructed in 1999, she proposed an amendment to the Motion that \$600,000 come from the Walkley Ramp project for 1999 to be put into TDM. Councillor Doucet concurred with the amendment.

Councillor McGoldrick-Larsen questioned what the cost/benefit analysis to using \$600,000 in TDM as opposed to putting it into advancing some of the public transit measures in the TMP Priorities 1 and 2. The Commissioner advised that these are policy decisions and if successful, TDM can be quite large and which depend on the outcome of the Region's input which cannot be known until it is implemented. The councillor was



concerned that removing funds from the Walkley ramp project this year will have to be replaced in subsequent years and she acknowledged the difficulties to do this. She had great reservations about eliminating any funds that would address the transportation needs of the growth areas, keeping in mind the goals and objectives for those as set out in the OP and the TMP.

Councillor Kreling questioned how the funds would be moved from the Works in Progress account and the Finance Commissioner indicated that monies in the Region-wide fund are already in a debt situation and therefore suggested committee consider this amendment as a matter of substitution, otherwise it will add to the debt load. The councillor was concerned about moving monies from a Capital account to a portion of the operating budget. The Committee Chair clarified that both are Capital projects so the Motion speaks to simply moving Capital dollars from one project to another for one year.

The Regional Chair agreed the Region should move forward with more TDM, but it should also reconsider the Walkley ramps, because of the OP review which is coming up for twinning of the Airport Parkway and taking into account the additional congestion coming from the Hunt Club ramps. He accepted the fact that it is one-time funding for one year and next year Council will have to deal with the issue of where to find the \$600,000 to put back into the Walkley ramp project.

When questioned how staff intend to spend \$600,000 on TDM, the Commissioner responded by stating there are a number of initiatives and staff will be reporting back to committee with those as part of the joint staff/OC Transpo task force previously mentioned. He believed that TDM is a way of putting off the requirement for capital, thereby providing a greater return for the program.

While she supported TDM initiatives, Councillor McGoldrick-Larsen did not accept the removal of money from a specific account, suggesting there were other accounts where those funds could just as easily be found. She felt it was a manipulative way of providing funding to a specific program and did not understand why they had to necessarily come from the Walkley ramp project.

The Committee Chair suggested the reference to "four staff persons" be deleted from the Councillor's Motion. In discussing the merits of that suggestion, the Commissioner advised that he would not recommend a specific number of staff, but that staff put together a TDM program that works and which reduces total demand.

Moved by C. Doucet

**That resources for a Travel Demand Management and traffic calming section be included in the budget.**

**That \$600,000 be removed from the Walkley Road Ramp (Project 912-30736) and allocated to TDM.**

CARRIED

YEAS: W. Byrne, B. Chiarelli, C. Doucet, D. Holmes, J. Legendre,  
M. Meilleur....6

NAYS: M. Bellemare, R. Cantin, H. Kreling, M. McGoldrick-Larsen....4

**That Committee approve the TDM budget (Project 912-33413) as amended.**

CARRIED

Cycling Facilities Improvement Program

- pg. 184

Councillor Byrne proposed that \$1000 of the funds budgeted for the Cycling Facilities Improvement Program be provided to the Regional Cycling Advisory Group for minute-taking. The Commissioner advised that the practice has been that minute-taking not be provided because the Region does not have the resources available. He suggested the matter be referred to the Regional Clerk. The councillor explained however, that providing them the money will allow them to hire their own minute-taker so as not to impact on Regional staff. She made note of the fact that OC Transpo provides a staff person to take minutes at the Transit Advisory Committee. The Commissioner suggested OC Transpo's procedure also be referred to the Clerk, in order to maintain consistency across the Corporation.

Councillor Cantin explained that while he had no difficulty providing funds for that position, the Region should have one standard for all its sub-committees and he preferred the matter be dealt with appropriately by referring it to the Clerk.

Moved by R. Cantin

**That the following Motion be referred to staff:**

**That \$1000 of the funds budgeted for the Cycling Facilities Improvement Program be used for minute-taking for the Regional Cycling Advisory Group.**

LOST

YEAS: M. Bellemare, R. Cantin, M. McGoldrick-Larsen....3  
NAYS: W. Byrne, C. Doucet, D. Holmes, H. Kreling, J. Legendre,  
M. Meilleur....6

Moved by W. Byrne

**That \$1000 of the funds budgeted for the Cycling Facilities Improvement Program be used for minute-taking for the Regional Cycling Advisory Group.**

LOST

YEAS: W. Byrne, C. Doucet, D. Holmes, J. Legendre....4  
NAYS: M. Bellemare, R. Cantin, H. Kreling, M. McGoldrick-Larsen,  
M. Meilleur....5

Councillor McGoldrick-Larsen suggested staff bring forward a new program that will look at the operational efficiencies and will address all intersections and prioritize them in the Region to deal with efficiencies. The Commissioner advised that currently there are no resources in the 10-year program for any capacity improvements

Moved by M. McGoldrick-Larsen

**That Planning and Development staff with Environment and Transportation Department develop a new Intersection Modification Program to meet operational efficiencies. This program is to have a ranking system that recognizes the objectives of the Transportation Master Plan and of the Official Plan.**

LOST

YEAS: R. Cantin, M. McGoldrick-Larsen....2  
NAYS: M. Bellemare, W. Byrne, C. Doucet, D. Holmes, J. Legendre,  
M. Meilleur....6

Transitway - System Improvements

- pg. 218

Councillor McGoldrick-Larsen put forward a Motion suggesting the deferral for one year of the Ambleside Transit Stop from the Transitway System Improvements and a redirection of those funds to the Woodroffe Avenue Transit Priority Measures. Councillor Byrne supported the Motion noting the majority of the community is opposed to this stop along the Ottawa River Parkway because they feel an additional lane will feed into the fight they had with the Champlain Bridge widening. They also believe it will be the beginning of a widening of the Parkway and will negatively impact the surrounding environment. She noted there is still a lot of work to be done with the community and the National Capital Commission and if it is deferred for one year it gives her a chance to go out to the community and get a more current reading on their stand on the matter and to make the NCC aware of the opposition to this project.

Moved by M. McGoldrick-Larsen

**That the Ambleside Transit Stop be deferred for one year and funds redirected to Woodroffe Avenue Transit Priority Measures. This would permit bus lanes to be provided from Baseline Station to Knoxdale Road. The funds would remain in the Transitway System Improvements account.**

CARRIED

**That Committee approve the Transitway - System Improvements budget (Project 942-30630) as amended.**

CARRIED

Park and Ride Facilities

- pg. 214

Councillor Kreling indicated that the Park and Ride lot at Place d'Orléans is already operating at capacity and the overflow of users have been given permission to park at a designated area at the shopping centre. He noted there is no room for expansion of the lot and if this situation continues, he questioned whether the Region has some flexibility in the budget to at least bring in some stop-gap or some type of overflow measure if an opportunity arises. H. Gault indicated that OC Transpo is aware of the need and have been doing exploratory work at this stage. She indicated there is some money in the 1999 budget for engineering work to look at that. The councillor noted the Region owns some property at Tenth Line Road and St. Joseph Boulevard as part of the construction of the east division offices of the OCRPS and not all of that land is needed for the police building so perhaps that is an area that staff can consider for a future park and ride facility. M.

Sheflin added it is on the 1999 work program and as soon as something becomes available staff will come forward to committee.

**That Committee approve the Park and Ride Facilities budget (Project 942-30620) as presented.**

CARRIED

Sussex Drive at Rideau Gate

- pg. 130

Councillor Cantin questioned why the Region is paying for the roadway modifications at this residence and staff advised that the road has an improper super-elevation and if there is going to be work it would be for the Region's component of that work. The councillor felt it was a rather large amount for such study and the Commissioner indicated that the NCC have declared this a very high tourist area and would like to develop more formal approach to the entranceway. He confirmed that staff will be reporting back in 1999/2000 prior to any commitment of these funds. D. Brousseau added that modifications at this location will also improve safety.

Councillor Legendre explained that he was not aware of this issue in the community, although residents had received some information from NCC. He preferred to have been notified in advance as to this project so he could be involved from the outset. The Commissioner confirmed that as soon as staff receive any suggestions from the NCC with respect to their proposal, the councillor would become involved.

**That Committee approve the Sussex Drive at Rideau Gate budget (Project 912-30755) as presented.**

CARRIED

Computer Traffic Surveillance and Signal Control Program

- pg. 180

Councillor Cantin questioned whether this program includes the video monitoring of the road system and D. Brousseau indicated it did not. The councillor indicated that he had asked at a previous meeting about providing video feed on the Web. The Director indicated that staff hope to have that up sometime in March.

**That Committee approve the Computer Traffic Surveillance and Signal Control Program budget (Project 912-37913) as presented.**

CARRIED

Mackenzie King Station

- pg. 224

Councillor McGoldrick-Larsen inquired if there was a possibility that this station could be reviewed in light of the Region's current financial situation. The Commissioner advised this has already been done and indicated there is a good model available which staff can make available at a future committee meeting. The councillor was concerned about a "cadillac" approach to this project when it is not known when the money will be available to complete it. The Commissioner indicated that the transitway is the single most cost effective rapid transit system in North America.

**That Committee approve the Mackenzie King Station budget (Project 942-30635) as presented.**

CARRIED

Rideau Canal Pedestrian Bridge

- pg. 226

Councillor McGoldrick-Larsen suggested that if the Region is pressed for time and money to construct this facility, perhaps it should be deferred for a couple of years. The Commissioner advised that if it was possible, this would have been built over a decade ago because it is part of an agreement the Region signed with the federal government in the early 1980's. The councillor inquired how heavily used this bridge would be and whether or not the return on the Region's investment will be greater than or equal to its investment in extending the Southwest Transitway for example. The Commissioner advised the Region has already invested in the campus station at the University of Ottawa and this link will provide access to it from the west side of the canal.

**That Committee approve the Rideau Canal Pedestrian Bridge budget (Project 942-30637) as presented.**

CARRIED

Urban Green Plan

- pg. 182

Councillor McGoldrick-Larsen indicated that while she supported this program in general, she could not support the level at which it is identified for funding and suggested a reduction of 25%.

Moved by M. McGoldrick-Larsen

**That the 1999 Capital Urban Green Plan be reduced by 25%**

LOST

YEAS: M. McGoldrick-Larsen....1  
NAYS: M. Bellemare, W. Byrne, R. Cantin, C. Doucet, D. Holmes, H. Kreling,  
J. Legendre, M. Meilleur....8

**That Committee approve the Urban Green Plan budget (Project 912-30737) as presented.**

CARRIED

The following budget pages for the Planning and Development Approvals branch were considered by committee:

Strategic Transportation Planning Studies

- pg. 62

When questioned about the cost and timeline associated with the Airport Parkway Official Plan Amendments, P. Sweet advised that staff will be bringing back to committee a terms of reference for the study to remove the twinning of the Parkway as directed by Council. In the meantime, the results of the working group looking at the impact of the Hunt Club ramps will be brought forward in March/April and the traffic counts on the impact of the ramps will be coming out in April/May. Those studies are therefore necessary before the terms of reference can be brought forward for the twinning of the Airport Parkway. She estimated the cost at \$100,000-\$150,000 for the study.

**That Committee approve the Strategic Transportation Planning Studies budget (Project 912-33406) as presented.**

CARRIED

(M. McGoldrick-Larsen  
dissented)

Environmental Assessment Studies

- pg. 66

Councillor McGoldrick-Larsen questioned whether there are sufficient funds in this account to carry out the EA work for Fallowfield and Merivale. B. Reid advised that if it were put on the list staff could stretch the dollars as far as they could but it is also an issue of availability of resources. The councillor asked that staff take the opportunity to examine that possibility and report back. She thought it would be best to have the EA ready to go if infrastructure funding becomes available. P. Sweet advised that she would take the councillor's suggestion as a direction to staff.

**That Committee approve the Environmental Assessment Studies budget (Project 912-33420) as presented.**

CARRIED

Study Phase II - Model Development (TRANS)

- pg. 68

**That Committee approve the Study Phase II - Model Development budget (Project 912-33428) as presented.**

CARRIED

Future Transportation Corridor Land - Abandoned Railways

- pg. 76

Councillor Cantin inquired whether the line from the Ottawa Station to the Mer Bleue area ever became available because it has been abandoned and the rails have been removed. P. Sweet confirmed it was abandoned but she believed CN intends to maintain ownership. The councillor questioned what possible use the connector line going to Embrum would have for the Region because there is no way of connecting it to any other road network. Staff indicated the line was abandoned in the 1950's and is currently owned by Bell. Property staff are trying to acquire that at a nominal cost and he further advised that staff are simply following the policies of the OP that ask staff to investigate the purchase of rail corridors as they become available.

Councillor Cantin asked staff to provide him with an inventory of Regional holdings i.e. anything the Region owns such as land or rail corridors. P. Sweet indicated she would pass this request on to the Director of Property Services to follow up with the councillor.

**That Committee approve the Future Transportation Corridor Land - Abandoned Railways budget (Project 912-19907) as presented.**

CARRIED

Light Rail Transit

- pg. 210

Councillor Legendre questioned what these funds will be used for and was advised by P. Sweet that some funds are encumbered for studies in 1999 for EA's and the KPMG work is still ongoing. She reminded committee that this program is light rail "transit" and is the corridors identified in the OP and a Motion approved by Council requested that staff investigate extensions to the light rail project specifically: Barrhaven, downtown, Airport and Hull to see how these locations can be facilitated. She added there may also be some



unsolicited proposals to provide rail to Barrhaven or Kanata north and if those are forthcoming, funds must be available so staff can evaluate them.

Councillor McGoldrick-Larsen was concerned about this because after the vote was taken on the light rail it was two days before the KPMG report came out that said regardless of what the Region does with light rail or light rail transit, in order for the system to be efficient and to meet the public transportation needs, the Region had to finish the first two priorities in the TMP i.e. the Southwest Transitway and West Transitway. She felt the Region should wait until the light rail project is up and running and is assessed before funds are redirected to the Airport, the downtown and Hull for example, there will be a lot of money spent on studies whereas that money could be put into the transit system and meeting the immediate needs of residents in those communities.

**That Committee approve the Light Rail Transit budget (Project 942-13417) as presented.**

CARRIED \*  
(M. McGoldrick-Larsen  
dissented)

\* Councillor Bellemare dissented on the portion of the budget that provides funding for the examination of future connections and extensions to Barrhaven, the Airport, the downtown and Hull.

Transitway - Corridor Protection  
- pg. 212

**That Committee approve the Transitway - Corridor Protection budget (Project 942-30632) as presented.**

CARRIED

**That the Transportation Committee approve 1999 Draft Capital Estimates as amended.**

CARRIED

RESPONSE TO MOTIONS/INQUIRIES

2. PUBLIC TRANSIT GOALS IN THE WEST AND SOUTHWEST CORRIDORS
  - Motion RC-36
  - Planning and Development Approvals Commissioner report dated 19 Jan 99

Please refer to the discussion of this item at page 20 and 21.

ADJOURNMENT

The meeting adjourned at 6:20 p.m.

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CO-ORDINATOR

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CHAIR

INDEX OF SUBMISSIONS

1. M. Fulton e-mail comments dated 1 Feb 99
2. Canadian Tire letter dated 2 Feb 99
3. Westboro Business Improvement Area letter dated 2 Feb 99
4. K. Koehle e-mail comments dated 3 Feb 99
5. D. O'Neill e-mail comments dated 3 Feb 99
6. R. Lanyon e-mail comments dated 3 Feb 99
7. River Parkway Preschool Centre letter dated 3 Feb 99
8. Champlain Park Community Association letter dated 3 Feb 99
9. The Ottawa Muslim Association letter dated 3 Feb 99
10. A. Owusu e-mail comments dated 4 Feb 99
11. McNabb Neighbourhood Improvement Bunch e-mail comments dated 4 Feb 99
12. R. Wood e-mail comments dated 4 Feb 99
13. B. van Iterson e-mail comments dated 4 Feb 99
14. Hampton/Iona Community letter dated 4 Feb 99
15. Herb and Spice Shop letter dated 4 Feb 99
16. 3-page petition from the First Unitarian Congregation of Ottawa
17. Wellington Manor Social Club letter dated 5 Feb 99
18. T.D. Fernie e-mail comments dated 04 Feb 99
19. P. Mulligan, West Wellington Community Association e-mail comments dated 04 Feb 99
20. R. Venkatesan e-mail comments dated 04 Feb 99
21. L. Foster-MacLeod e-mail comments dated 04 Feb 99
22. D. Holmes e-mail comments dated 04 Feb 99
23. Hampton Court Tenants Association response dated 1 Feb 99
24. D. Kinnon, Kinnon Consulting e-mail comments dated 04 Feb 99
25. I. Kenney e-mail comments dated 04 Feb 99 and letter dated 04 Feb 99
26. M. Meskele, A & H Convenience Store Plus letter dated 4 Feb 99
27. C. Casserly, Westboro Beach Community Association letter dated 4 Feb 99
28. 2-page petition from residents of the Golden Manor Tenant Association dated 3 Feb 99
29. J. Pinkney e-mail comments dated 04 Feb 99
30. T.C.M. Kassotis letter dated 4 Feb 99
31. A. Muruganandam e-mail dated 5 Feb 99
32. Group of residents from Longfields area letter, undated
33. F. Kearney letter, undated
34. I. Berg, City Councillor letter, faxed 5 Feb 99
35. J.L. Mousseau-LeRoux e-mail comments dated 4 Feb 99
36. Dr. W.A. Charnetski e-mail comments dated 5 Feb 99
37. D. Gladstone, Centretown Citizens Comm. Assoc. e-mail comments dated 4 Feb 99
38. 9-page petition from Unitarian House Residents' Council letter dated 2 Feb 99
39. G. Mahanta e-mail comments dated 4 Feb 99
40. J. Provine e-mail comments dated 4 Feb 99
41. Dave & Pam Rennie, Dave Rennie's Autocare letter dated 4 Feb 99

42. L. Hoad, e-mail comments dated 4 Feb 99
43. J. Kabayama letter dated 3 Feb 99
44. P. Connolly e-mail comments dated 4 Feb 99
45. City Centre Coalition submission, undated
46. Councillor Wendy Stewart memo dated 4 Feb 99
47. B. Wellar letter dated 19 Jan 99