

MINUTES
TRANSPORTATION COMMITTEE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
CHAMPLAIN ROOM

15 APRIL 1998

9:00 A.M.

PRESENT

Chair: D. Holmes

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

REGRETS L. Davis

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 1 April 1998.

CARRIED

1. 1998 TRANSPORTATION COMMITTEE BUDGET

- Co-ordinator, Transportation Committee report dated 6 Apr 98
- 1998 Draft Capital Estimates and 10-Year Capital Forecast/Draft Operating Estimates Transportation Committee - Existing Program
- 1998 Corporate Review Response to Council Direction of 11 Mar 98
- Chief Administrative Officer's memorandum dated 31 Mar 98

Joanne Yelle-Weatherall, Director of Finance and Operations Support Division gave a detailed overview of the Operating budget for the Environment and Transportation Department. The more salient points were as follows:

- the Regional Official Plan has a major impact on transportation because it calls for significant changes in the way people move in and around the community;
- the Region owns 255 lane kilometres and 130 structures which has a significant impact on maintenance and traffic operations; provincial highway transfers have

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 13 May 1998 in Transportation Committee Report 7.

resulted in maintenance, safety and traffic management procedures that are new to the Region's business and many require major rehabilitation and maintenance in 1998 and beyond;

- the most significant factor impacting the Department's operating budget is the amount of lane kilometres as a result of provincial downloading; the province is giving the Region only \$700,000 in funding, despite the fact the highways and structures downloaded will cost \$3.6M to maintain;
- although the Department's maintenance budget has decreased over the past several years, the lane kilometres have increased; despite this, the Region has been able to decrease the average cost per lane kilometre over the last seven years, although this trend cannot continue;
- the Department will continue to focus on continuous improvement through a variety of means, including partnerships with the private sector, community and other government agencies in order to keep operating costs at a minimum;
- any cuts in the budget will have an impact on the level and breadth of services currently provided.

In a general overview of the Capital budget, the following points were made:

- reducing a capital project will not necessarily reduce taxes in 1998;
- due to funding restraints, the proposed transportation capital program does not conform to the 10-year capital forecast outlined in the Transportation Master Plan (TMP);
- with major decreases in provincial subsidies, provincial downloading and no new ad hoc funding programs on the horizon, the Department must focus on safety and rehabilitation with no new-growth projects;
- over \$1B was included in the 1992 10-year capital program and yet there is a 75% reduction in that amount in 1998 for the same period; for the Region-wide fund, the 1998 authority request is \$43.5M which will be divided up amongst system expansion, the urban forest, MTO transfer capital needs and rehabilitation;
- the request for the transit fund is \$38.1M half of which is required to replace subsidy which is no longer provided by the province; those funds will be used primarily for the park and ride lot at Fallowfield and Woodroffe, the transit station on the Mackenzie King Bridge and rehabilitation of existing transitway.

Councillor Cantin questioned how much capital authority exists for projects that are almost complete and that can be shifted to other projects currently underway. The Finance Commissioner advised he would respond to that question at a later time.

Councillor Meilleur was concerned that suburban roadways such as Conroy and Hawthorne are proposed to receive funding for upgrades while work on some of the busiest streets in the downtown (e.g. Laurier, Rideau, King Edward) is being pushed further off. The Environment and Transportation Commissioner advised that major investments have already been made as part of the "Restore the Core" program and the two roadways to be reconstructed have been identified as priorities for the Regional network. The councillor had particular concerns about pedestrian safety at some busy intersections along King Edward, but the Commissioner assured her that staff continue to examine every area and focus especially on those intersections with the highest accident rate. In addition, staff have had some success over the years of identifying and improving problem areas and are quite encouraged by the significant reduction in accidents.

Councillor Legendre noted that due to budget constraints, the Region will be unable to follow the strategy which is consistent with the new Official Plan. The Commissioner agreed, stating there are insufficient capital funds to provide the level of service as outlined in the new Plan and at some point in time Council will have to address this. In response to further questions posed by the councillor, the Commissioner explained that capital projects may affect future tax rates but would not alter the 1998 rate.

Councillor Byrne inquired about the status of a staff proposal she understood would be coming forward to divide the West Transitway Extension into two phases, 1a and 1b, with a suggestion that Phase 1b be deferred. The Commissioner indicated that revised sheets from the Capital budget would be provided to illustrate the division of this project. However, it would still be subject to the approval of the Committee and Council.

Councillor Cantin presumed and staff agreed, that if funding for Hawthorne Road is not approved, the Region would still end up paying out the same amount to maintain it to an acceptable standard.

The Regional Chair indicated the Finance Commissioner will be tabling a report at the next Council meeting on the overall budget strategy document which takes into account the current financial situation and will present a context for budget discussion. In view of that, he felt it prudent to refer the Capital budget to the Council meeting on 13 May 1998 and proposed the following Motion:

That the Transportation Committee refer the transportation Capital budget to the Council budget meeting of 13 May 1998, pending the tabling by the Finance Commissioner of a detailed budget strategy document at the Council meeting of 22 April 1998.

The Finance Commissioner confirmed staff are preparing a report which will bring Council up to date with respect to all of the figures the Region has been receiving for the past 15 months and believed it was critical that councillors be made aware of this information.

Councillor McGoldrick-Larsen was concerned that funding for the capital projects in 1998 will have an impact on future operating costs. She took strong exception to the Motion proposed by the Regional Chair, because the intent would be to totally by-pass the Transportation Committee's role in considering the Capital draft estimates. She preferred to proceed today, rather than waiting for the report to be presented next week and then having an extremely drawn out session during Council budget deliberations.

In response to a question of who directed staff to prepare the budget strategy document, the Finance Commissioner advised that following the latest announcement from the province, staff believed Council should be made aware of the final impact and to understand the total budget challenge for 1998. Further, as part of the direction to staff in March, the 1998 Corporate Review report was released, with an additional report to be brought forward outlining specific targets as a consequence of the final announcement by the province. The latter is scheduled to be tabled at Council on 22 April 1998.

Councillor Meilleur was surprised the Commissioner would recommend bringing forward the new document after the Committee has dealt with the budget, but in any case, agreed the Committee should still continue in its deliberations of the capital portion of the draft estimates. If that is not the case, she suggested there was still time before Council's budget meeting to hold another committee meeting to consider that portion of the budget.

Concern was raised that Councillors were not made aware of this new document, but the Finance Commissioner explained that the Management Committee had only just recently met in an attempt to respond to the province's latest information. In response to a question posed by Councillor McGoldrick-Larsen, the Environment and Transportation Commissioner advised that staff ensure the capital program meets the fiscal plan and that funds are not requested in advance of need.

In response to the comment that capital projects in future debt load are contained within a long term strategy and within the kind of debt the Region can carry, the Finance Commissioner advised that the capital financing requirement of all capital projects are fully integrated into the long range plans that are shown at the front of the Capital budget book.

With respect to the impact on future maintenance costs of new projects, he advised that only two projects are being recommended, with the remaining dealing specifically with rehabilitation. He confirmed the future debt is contained within future operating budgets and is sustainable.

The following three delegations provided comments on the proposed reconstruction of Conroy Road:

Councillor Diane Deans, City of Ottawa stated that Conroy Road is at capacity now, but it does not have a north/south cycling lane and there is no bicycle/pedestrian path linking the community to the rest of the communities in that area. This is important because this area has twice as many children and youth as any other community in Ottawa. She further explained the roadway does not have adequate shoulders and no signalized intersections despite the fact the warrants are met and it is becoming extremely dangerous to walk, cycle and to drive on that road. In this rapidly growing community, she emphasized the importance of adequate infrastructure to ensure traffic can get in and out of the community. She emphasized that this arterial link is extremely important for the viability of the 800-1000 businesses currently residing in two of the largest business parks in the area (Ottawa and Hawthorne Business Parks) and urged committee members to support the project for the entire widening of Conroy Road in 1998.

Bob Perkins, President, Hunt Club Park Community Association explained that the Ottawa Business Park makes up the largest business park in the National Capital area with 550 businesses serviced directly off Conroy Road. He illustrated the proposed future retail development at Walkley and Conroy and the magnitude of the existing population in the area, including future residential development and the impact all these uses will have on Conroy Road. He emphasized that safety is a major reason for the expansion of this roadway because there is a fire station located on Conroy Road and if there is an alarm during heavy periods of traffic, the emergency vehicles often have to wait as long as 15 minutes before they can exit. Complicated with the already heavy congestion, traffic is further delayed because there are railway tracks which cross the road and the waiting time for traffic when a train is passing by can be as long as 30 minutes. He asked committee members to consider how the new development will add to an already unbearable situation and urged them to approve the project as presented.

Paul Rothwell, Claridge Homes indicated he was representing one half of Conroy Road developments and the owner of Hunt Club Road Enclave (residential development). From a developer/land owner perspective, he indicated that the constant congestion impacts directly on sales and rate of absorption and if this trend continues, businesses will suffer. He wanted to see healthy and vibrant community growth. Mr. Rothwell went on to state that if the Region expands the road, it will become a vibrant area, generating additional development charge flow. He remarked that it is unacceptable for the Official Plan to obligate his business to refocus its activities within the greenbelt and yet not provide the basic infrastructure to enable them to develop in that specific area.

Councillor Meilleur questioned what the Regional Development charge (RDC) is per household in that area and the Finance Commissioner indicated RDC's are applied on a region-wide system approach and not on a site-specific basis. He confirmed the current development charge on a residential unit is approximately \$7000, although full recovery cost is closer to \$12,000. He indicated that the determination of how much RDC funds should be applied to a particular project is driven by the list of projects in the RDC By-Law; the latter identifies how much of that project was attributable to growth. The Region could not apply more RDC's to the project than what was originally identified as

growth-related in the By-Law. The councillor noted the Region may only attract \$7000 in RDC's per household, but the difference will be paid for by the current taxpayers.

Alayne McGregor, Gavin MacPhail, Brett Delmage Citizens for Safe Cycling (CfSC) spoke to the Committee about the programs they offer and cycling in general. Ms. McGregor addressed the Regional Cycling Safety and Promotion Program which CfSC offers and how this program helps to ensure that cyclists can share the road safely with motor vehicles. They provide a wide variety of information to schools and to the public in general. In addition to the funding provided by the Region, they raise additional financial support through fund-raiding ventures. The Official Plan calls for almost doubling the cycling modal share by the year 2021 and encouraging cycling can result in long-term social benefits; the advantages are decreased community disruption, pollution and social inequity. The Region also saves money in terms of the need for roads as a result of increased cycling and less car use. Although the 1998 Corporate Review listed this organization as a non-core discretionary program, she felt they would better be described as being core-discretionary because this program is important in achieving the goals set out in the Official Plan. She emphasized that CfSC provides a valuable service to the Region in a very cost-effective manner.

Mr. MacPhail highlighted the following program accomplishments of CfSC in 1997 as well as future projects:

- one of their biggest functions is improving the efficiency and safety of children and cycling; in 1997, volunteers taught over 2000 children through the "Can Bike" course and the "Kids Can Bike" Festival;
- they are working to improve road safety to improve awareness between cyclists and motorists, especially to ensure cyclists obey the rules of the road;
- they serviced over 1000 public requests as well as media interviews, distributed 1000's of pieces of material through bike shops, community centres, libraries, et cetera and have an updated web site on safe cycling;
- new programs in 1998 include the continued promotion of what the laws of cycling are under Regional by-laws and the Highway Traffic Act, the production of a public service announcement on road safety awareness and, co-ordinating a cycling enforcement blitz with Regional police - CfSC will further assist by distributing information about how not to have bicycles stolen and will also be registering bicycles at public events;
- in addition to the existing programs for children, they are producing eight 5-minute videos with Rogers Cable for children and which can be used as an educational tool for their instructors and the police to take into middle/elementary schools to promote safe cycling at those age levels.

Brett Delmage explained that cyclists are particularly vulnerable to the dangers caused by unfilled cracks and potholes, as well as debris. He urged committee to maintain the proposed maintenance budget, adding that refitting roads for motor vehicles also make them safer for cyclists. He made note of the fact that the 10-year capital forecast for Cycling Facilities Improvement Program (pg. 166) has not been re-adjusted to come more in line with the Region's Official Plan/Transportation Master Plan and there has not been sufficient planning to set that as an accurate capital forecast for real needs. Some of the costs for cyclists facilities are not inexpensive, although they are compared to the adjacent Regional road. He advised that traffic calming measures have great potential to make streets friendlier for cyclists and, decreasing vehicle speeds where appropriate encourages more people to cycle because they will feel safer on the road with slower-moving vehicular traffic. In conclusion, Mr. Delmage indicated that CfSC is in support of Transportation Demand Management (TDM) initiatives to get people out of their cars and the recommendation to make a full time person for cycling initiatives (Agenda Item 3 refers).

Donald MacLennan, Viking Rideau Corporation indicated they have been working in association with RMOC staff and OC Transpo with respect to the rehabilitation of the Mackenzie King Bridge and the pedestrian link under the bridge. As part of the restructuring, the Viking Rideau Corporation obligated Eatons to undertake a multi-million dollar renovation of their retail complex which must commence no later than 2 July 1998; it is therefore critical to all parties that construction of the transit station commence sometime in May. He concluded by stating that when the station is completed, the Viking Rideau Corporation will accept ongoing maintenance and security aspects as the responsibility of the shopping complex.

David Gladstone, Centretown Citizens' Community Association provided written comments to the committee dated 14 April 1998 and a copy of a Toronto newspaper article about a motorist who failed to stop at a red light and struck a young girl crossing the road. The Association fully supports the Region's efforts to get red light cameras in Ottawa-Carleton. Mr. Gladstone was hopeful with the recent recommendations with respect to sustainable transportation and commended the Regional Chair for his commitment to having a Region which de-emphasizes the use cars and emphasizes other modes of transportation. His written comments address the importance of ensuring that staff and the capital budget fully support the objectives of the TMP. Mr. Gladstone noted the absence of a level of service descriptor for provision of transportation services that respects the objectives of the TMP and while many intersections may be acceptable for motor vehicles, they are almost certainly unacceptable for pedestrians and cyclists. In closing, he emphasized the importance of the rehabilitation of Pooley's Bridge as a pedestrian bridge linking the core to Lebreton Flats, especially if development occurs in that area. He also suggested there be a pedestrian bridge over the Rideau Canal at Somerset Street.

In response to his comment about a level of service for all transportation modes, the Commissioner advised that the number one priority at every intersection is pedestrian

safety and is a prerequisite of every design. The Director of Mobility Services added that staff are in a partnership with the University of Ottawa to develop a pedestrian/walking safety index, which will be brought forward to committee in the future.

Chris Bradshaw, Ottawalk stated that walking is part of every trip and is at the top of the transportation hierarchy in the Region's new Official Plan. By improving the walking environment, he explained that not only does it reduce car trips, but it also reduces the need of people to use their cars to get from one store to another. In turn, it improves the health and safety of the community as well as social equity since half of the population in the Region do not have continuous access to a motor vehicle. Ottawalk is seeking support from the Region for two initiatives they are going to propose to the City of Ottawa: to implement remedial work in 1998 to grade pedestrian crosswalk areas to prevent ponding of water during storms or snow melt run-off; and to ensure snow is removed from bus stops and pedestrian areas at intersections by 8:00 a.m. after the road is plowed the night before and within one hour of plowing when that occurs during the day. Details of additional proposals are contained in his brief dated 16 April 1998.

Mr. Bradshaw acknowledged the proposal for a walking-cycling co-ordinator and hoped the Region would have its own staff person designated as its own workplace TDM Co-ordinator to set an example for staff. Mr. Bradshaw added that Ottawalk is also in favour of: the proposal for a transit/walking bridge at Somerset Street across the Rideau Canal, cycling improvements in the Official Plan; and, the work to be done on the Pooley's Bridge as a link for cyclists between Queen Street and Lebreton Flats. In closing, Mr. Bradshaw explained that this budget is a sustainable transportation budget because of fiscal realities.

1998 OPERATING BUDGET - DRAFT ESTIMATES

Executive Office (Finance and Operational Support)(pg. 17)

Moved by J. Legendre

That Transportation Committee recommend Council approve this program, as amended by the Budget Review Board recommendations at page 9 of the Chief Administrative Officer's memorandum dated 31 March 1998.

CARRIED

Engineering(pg. 25)

Councillor Cantin was somewhat concerned about the lack of inspections for work such as road cuts and questioned whether the proposed reductions would increase the Region's liability. The Commissioner advised that staff have made an effort with regards to the management and supervision of these and was confident there would be no reduction in safety as a result of the proposed reduction in the budget.

Moved by J. Legendre

That Transportation Committee recommend Council approve this program, as amended by the Budget Review Board recommendations at page 10 of the Chief Administrative Officer's memorandum dated 31 March 1998.

CARRIED

Infrastructure Maintenance(pg. 49)

Moved by J. Legendre

That Transportation Committee recommend Council approve this program, as amended by the Budget Review Board recommendations at pages 11 and 12 of the Chief Administrative Officer's memorandum dated 31 March 1998.

CARRIED

Mobility Services(pg. 33)

Discussion arose on the proposal to reduce the sign by-law enforcement by \$60,000 as recommended by the Budget Review Board. Staff clarified that the money in this program is to pay for the City of Ottawa's enforcement and a reduction means there will be no enforcement in the municipality to ensure posters and A-frame signs are not used in contravention of the by-law. In response to questions posed by Councillor Cantin, staff clarified that the funds would pay for enforcement to be added to the duties already carried out by City staff who the Region contracts out to for sidewalk maintenance and enforcement. It was further clarified that the reference to the elimination of one full-time employee was not associated with this program, but with the Special Events program. In response to concerns voiced by Councillor Cantin, the Director of Mobility Services confirmed it is not enforcement, but rather the actual removal of signs that are not in compliance with the by-law.

Councillor McGoldrick-Larsen agreed with the proposal to cut this money from the budget and suggested staff seek out partnerships with members of the public who are willing to provide their assistance. In particular, she cited the youth who are not yet of the age to seek gainful employment, but who would probably welcome the opportunity to do something worthwhile. She firmly believed that if organizations and youth groups were offered honourariums for helping out, the Region would be better off. She urged staff to pursue this offer of partnership. The Environment and Transportation Commissioner acknowledged that where they have had offers of assistance they have been taken up and he welcomed the opportunity for more public involvement.

Chair Holmes was not in favour of the proposed reduction, because communities and businesses complain about the look of the litter all over the poles and she believed there was a need for enforcement of the by-law the Region just recently created.

Councillor Meilleur was concerned about the reduction because there would be no enforcement on the Regional roads, many of which run through her ward. The Commissioner advised that staff were hopeful businesses who use postering to advertise, will realize it is not beneficial to keep putting them up only to have all but one removed by maintenance staff. He confirmed that such a reduction will not mean the lower tier municipality will be responsible for removal; if it is not done by the Region, it will not be done at all.

Moved by C. Doucet

That the \$60,000 reduction from the Sign By-law Enforcement program as proposed by the Budget Review Board, be deleted.

LOST

YEAS: W. Byrne, C. Doucet, D. Holmes, M. Meilleur...4
NAYS: M. Bellemare, R. Cantin, B. Chiarelli, H. Kreling, J. Legendre,
M. McGoldrick-Larsen...6

Moved by J. Legendre

That Transportation Committee recommend Council approve this program, as amended by the Budget Review Board recommendations at page 13 of the Chief Administrative Officer's memorandum dated 31 March 1998.

CARRIED*
(D. Holmes and M. Meilleur
dissented)

* With the exception of the proposal to reduce Advertising and Promotion as this item relates to Special Events which would be discussed in conjunction with Item 2 of the agenda.

That the Transportation Committee recommend Council approve the 1998 Draft Operating budget estimate for the Transportation Committee, as tabled by Council on 11 February 1998 as amended by the recommendations proposed by the Budget Review Board of 31 March 1998.

CARRIED

1998 CAPITAL BUDGET - DRAFT ESTIMATES

The Regional Chair recognized the concerns voiced by committee members with respect to his suggestion to refer the Transportation Committee's Capital budget to Council on 13 May. In recognition of this, he amended his Motion to read as follows:

That the Transportation Committee refer the transportation Capital budget items either to a regular or a special meeting of the Transportation Committee to be held after 22 April 1998 and before 13 May 1998, pending the tabling by the Finance Commissioner of a detailed budget strategy document at the Council meeting of 22 April 1998.

Councillor Meilleur did not feel there was any reason to defer this portion of the budget, particularly since it had been indicated that the budget as presented will not affect the tax rate. She felt that any necessary adjustments could be made accordingly during Council's consideration of the overall budget. Councillor Cantin agreed, and made reference to the long-standing tradition to giving the public as much time as possible to react to what the committee feels on certain issues. If the Capital budget is deferred, he opined it would only allow the public one week to react to what the committee feels strongly on one way or the other and the committee should consider the budget now and make any necessary changes at a later date.

Several councillors indicated their support for the Motion citing the report to be brought forward next week may very well result in changes to any decisions the committee may make on the Capital budget. It was felt this portion of the budget should be deferred until after the additional information is made known, because it would enable the committee to make informed decisions. It was suggested that not only will solutions have to be found for this year's shortfall, but a multi-year budget strategy should be developed with staff bringing forward suggestions as appropriate.

Moved by B. Chiarelli

That the Transportation Committee refer the transportation Capital budget items either to a regular or a special meeting of the Transportation Committee to be held after 22 April 1998 and before 13 May 1998, pending the tabling by the Finance Commissioner of a detailed budget strategy document at the Council meeting of 22 April 1998.

CARRIED

YEAS: M. Bellemare, W. Byrne, B. Chiarelli, C. Doucet, D. Holmes, H. Kreling,
J. Legendre, M. McGoldrick-Larsen....8
NAYS: R. Cantin, M. Meilleur....2

The Committee agreed to meet at 9:00 a.m. on 6 May 1998.

2. SPECIAL EVENTS ON REGIONAL ROADS - BUDGET

- Co-ordinator, Transportation Committee report dated 6 Apr 98

That Transportation Committee recommend Council approve either (a) or (b) below:

- a. **The establishment of a Departmental “Special Events Budget” to cover some costs associated with signage changes, alterations to traffic control signal displays or timing phases, newspaper ads and logo signs (the required amount for 1998 is estimated at \$84,000 which includes almost \$19,000, approved as part of the 1997 Environment and Transportation Department Operating Budget, for Winterlude and United Way), or;**
- b. **No changes respecting the Department’s budgetary allocations vis-a-vis special events (approval of such will require revisions to the criteria outlined in Annex B so that event organizers are responsible for all costs associated with signage changes, alterations to traffic control signal displays or timing phases, newspaper ads and logo signs - Winterlude and United Way excepted).**

DEFERRED TO 6 MAY

3. SUSTAINABLE TRANSPORTATION -RECOMMENDATIONS

- Co-ordinator, Transportation Committee report dated 6 Apr 98

That Transportation Committee recommend Council approve that the Environment and Transportation Department:

1. **Develop an education program from a transportation perspective that is designed for the media, including community newspapers, that explains the need to reduce greenhouse gases, and the relationship between greenhouse gases and climate changes;**
2. **Create a full time position to deal exclusively with Transportation Demand Management;**
3. **Create a full time position to deal exclusively with pedestrian and cycling matters.**

DEFERRED TO 6 MAY

4. TRAFFIC CALMING - BUDGET PRIORITIES
- Director, Mobility Services and Corporate Fleet Services report dated 6 Apr 98

For Discussion

DEFERRED TO 6 MAY

ADJOURNMENT

The meeting adjourned at 12:50 p.m.

CO-ORDINATOR

CHAIR