

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

15 DECEMBER 1999

9:00 A.M.

PRESENT

Chair: D. Holmes

Members: M. Bellemare, W. Byrne, R. Cantin, 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 30 November 1999.

CARRIED

BUDGET

1. 2000 TRANSPORTATION COMMITTEE BUDGET REVIEW
- Co-ordinator, Transportation Committee report dated 9 Dec 99

The committee received the following written submissions:

- a. D. Gladstone e-mailed comments dated 15 Dec 99
- b. T. Switucha e-mailed comments dated 13 Dec 99
- c. D. Puddicombe e-mailed comments dated 13 Dec 99

The Environment and Transportation Commissioner, Mike Sheflin referred to the growth in the Region over the past decade but noted that the resources necessary to achieve Council-

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 22 December 1999 in Transportation Committee Report 52.

expected results has declined and there are fewer funds from which to draw from. He indicated that the key target is effectiveness, which means providing a safe road system for all users.

Doug Shannon, Director, Finance and Administration provided an overview of the Operating and Capital budgets for the Environment and Transportation Department. The more salient points noted were as follows:

- the increasing demand in trips and the growth in traffic control signals over the past 15 years results in increased maintenance work and increased pressure on the Department's operating budget;
- staff have been able to absorb and manage this growth in traffic operations without passing on increases to taxpayers or compromising public safety;
- the biggest impact on the budget is the ever-increasing lane kilometres such as those downloaded by the province (system growth in lane kilometres has also increased by over 10%);
- despite the fact that all Departmental budgets have been flat-lined, service levels will continue to be maintained; a key component in maintaining a downward trend is a proper allocation of capital program dollars to maintenance and rehabilitation activities such as the resurfacing of the road network;
- the number of reportable collisions has declined in recent years, demonstrating Council's commitment to safety first;
- there are no new capacity expansion projects to be undertaken in 2000 unless funds can be secured through special infrastructure programs or new access to transportation revenues; Council's investment will be in rehabilitation only which will protect the infrastructure from degradation which erodes safety and the Region's economic competitiveness;
- the current level of funding is inadequate to protect all assets and the lack of timely rehabilitation will lead to more costly reconstruction in the future; without new sources of revenue, there can be no capacity improvements;
- without the types of cost-shared programs the Region has enjoyed in the past e.g. Canada Ontario Infrastructure Works Program, Council will be unable to undertake any new growth projects as proposed in the Transportation Master Plan (TMP); therefore, the goals set out in the TMP will not be met;

- the Department anticipates an upcoming infrastructure program and several projects included in the TMP have been included in the budget; however these projects are dependent on that special funding;
- the Department proposes a 10-year gross authority for the transit fund of \$149M of which \$21.5M is for the next phase of the West Transitway; that funding is totally dependent on new revenue sources;
- the remaining funds are required to protect the infrastructure and rehabilitation works such as asphalt overlays and structural repairs;
- \$15.1M in new authority from the transit fund is requested for transit system improvements, operational and safety rehabilitation of existing facilities and the West Transitway, currently under construction.

In reviewing the portion of the Planning and Development Approvals budget which is within the purview of the committee's review, the Commissioner, Nick Tunnacliffe stated that Phase 1B of the West Transitway extension and the ramps at Walkley Road and the Airport Parkway, are the only two projects lagging behind in Council's plan. The Department is seeking funding in the budget to continue those projects listed in Table 6 and if such funding is not forthcoming, the objectives set out in the Official Plan will not be met. As a result, the Region will be unable to service anticipated development, leading to congestion and increased pollution. The Commissioner urged Transportation Committee to continue to put money into the capital program to undertake environmental assessments and functional designs, so that when funds do become available, those projects will be ready to be advanced.

The committee received the following delegations:

Councillor Jan Harder, City of Nepean (Barrhaven) implored the Transportation Committee to include in its 2000 budget, monies for arterial road and transit improvements urgently required to serve south Nepean, specifically the intersections of Fallowfield Road with Woodroffe Avenue and Merivale Road. She reminded committee the City had made this same request in 1999 budget, but nothing has been done and the situation has since worsened. She referred to the growth that has taken place in south Nepean, specifically, the JDS Uniphase development on Merivale Road south of Fallowfield Road. She noted that the expansion of this company, plus the significant commercial growth at the Barrhaven Town Centre at Strandherd and Greenbank, is only the beginning of the activity to take place in this area. Unfortunately, the current transportation system cannot accommodate the projected volumes generated by this growth.

In recognition of the seriousness of the problem on Merivale Road, Nepean Council, on 14 December, in Report 188-99 (copy held on file) authorized municipal staff to design and tender the required works along that road, with funding to come from their 1999 capital budget. Councillor Harder conveyed that the City believes the Region has a responsibility to cost-share some of the works, particularly at the Fallowfield intersection and requested the committee's support of \$250,000 for this purpose. She indicated that the required works along Woodroffe Avenue are just as urgent and serve a much larger purpose, because without those improvements, the buses serving the Longfields and Davidson Heights communities will be held up in traffic and transit will therefore not be even a reasonable alternative. As well, the proposed park-and-ride lot at Woodroffe and Fallowfield will provide no relief as buses exiting this facility will be caught in the same congestion.

On behalf of Nepean Council, Councillor Harder requested that amendments be made to the Region's 2000 Capital budget and 10-year forecast, such that immediate action be taken to complete roadway and transit improvements within a time-frame which would return south Nepean to a reasonable level of service and facilitate a shift to public transit.

Councillor McGoldrick-Larsen made reference to a recent decision taken by Nepean's Public Works Committee to defer a report dealing with transit priority measures proposed at the intersection of Woodroffe and Earl Mulligan. Councillor Harder explained that residents of Longfields exiting the community at this location are very frustrated and angry at the delays and the Public Works Committee agreed to defer the report because the City plans to undertake some public consultation early in the new year to determine whether they would be interested in using transit if it is an improvement. At the request of Councillor McGoldrick-Larsen, Helen Gault, Manager, OC Transpo advised that their objective is to get the buses through that intersection and as a transit priority measure, they propose installing a transit-only signal which will allow buses to jump the queue ahead of other vehicles.

Michael Richardson, Treasurer, Ryan Lanyon, Co-ordinator, Citizens for Safe Cycling stated that for many years the Region has supported their safety and promotion programs and they have had quite an impact in producing safer cyclists. They believe it is now time to concentrate on promotion and if the modal shifts are to be achieved, it is not enough just to make those cyclists on the road safer, but to ensure there is more of them. Mr. Lanyon provided a detailed breakdown of the organization's activities for the year, including their involvement with the Region's initiative to promote the use of bikes on buses. In addition, they have conducted workshops at high tech companies, conducted outreach to new cyclists and distributed papers to people inside and outside the Region. They delivered several Kids-Can-Bike courses, provided community displays and have even worked with the police. He confirmed that their programs and printed material are offered in both French and English.

Konstantine Kotzeff, Senior Vice President, Legal and Corporate Affairs, JDS Uniphase indicated this company is a world leader in fibre optics. Over the years, their workforce has grown tremendously and their office space has also expanded. In 1997, JDS committed to build a state-of-the-art facility in the South Nepean Business Park and invested \$100M in that work, with plans for substantial expansion in the future. He advised that JDS supports Nepean's recommendation for Regional funds to improve Merivale Road and he urged committee members to give their support also. While he agreed the transportation infrastructure meets their immediate needs, in view of the anticipated growth, he believed the safety of JDS employees and the local residents depends on these improvements happening immediately at both intersections of Fallowfield with Woodroffe Avenue and Merivale Road.

In light of the fact committee members had not had an opportunity to review Nepean's report, Councillor McGoldrick-Larsen explained that it refers to a \$675,000 investment in the road infrastructure works for JDS Uniphase and other road needs. She indicated her intention to put forward a Motion requesting a Regional contribution of \$250,000 towards that project. She congratulated the city for its growth, but cautioned members to face the fact about what that growth has and is doing to the neighbouring communities. The councillor noted that six out of every ten homes sold in south Nepean are bought by employees of JDS and she was encouraged by the number of young people employed by this company. Further, JDS has a large number of employees using transit and OC Transpo provides a shuttle route between Baseline Station and their site during shift changes in order to accommodate their needs. She added that JDS has also come together to work towards meeting the transportation demand and to respect the Regional and local Official Plans with respect to TDM. She agreed JDS Uniphase should be supported by approving the funding towards this infrastructure improvement.

Chris Stark, Chair, Audible Pedestrian Signals Advisory Committee and as a private citizen advised committee that it is getting more difficult for people without sight to walk around the city safely and many more people who are blind are not getting out of their homes because they are fearful of being hurt or not being able to cope with the environment. Mr. Stark was encouraged by the recent work of Dr. Ed Foohey and several community citizens, who were working together to make people aware of the need to co-exist between vehicles and pedestrians (sighted or blind). He was very pleased to see the visually impaired included in such community activities. While he supported the proposal in the budget that the audible pedestrian signal work continue, he maintained that progress has been slow with respect to audible signalization of more intersections. He stressed that the issue is to provide equal access to information with respect to intersections and what the Region is doing on its roads. He commented on the fact that people who are visually-impaired are unable to access documents from the Region's web site because they are in a format that they cannot use. In the coming year, the APS Advisory Committee would like to see some initiative to communicate better with blind people i.e. the signals that exist and how to use them, as well as new signals that are

installed. He went on to state that the APS Advisory Committee have worked hard as volunteers to help and support the Region in its efforts to make it better for visually impaired and blind persons to live and work in the community.

Mr. Stark made reference to two documents which he had provided to the Committee Coordinator for reproduction and distribution at a later date, including: "Audible Pedestrian Signals", City of Winnipeg report dated 14 October 1999 and a report from the American Council of the Blind dated 13 August 1999. The former report reveals how city staff in Winnipeg are going far beyond the expectations of blind people to try and meet their needs in the community and he urged a similar proactive approach in Ottawa when the APS Advisory Committee comes before the committee again in the new year. The latter paper justifies why blind people need total and holistic solutions to intersection approaches, part of it being APS but another part of it being how blind people find these signals and how they find the buttons to activate the signals.

Mr. Stark was especially concerned about right-turn arrows provided for motorists and the difficulty these signals present to the blind. In one particular instance, a right-turn signal was recently installed at St. Joseph and Orléans Boulevards and a blind man was struck by a car when he started to cross during what he thought was the walk cycle, when in fact right-turning vehicles had the right-of-way. He believed all such right-turn channelization should be removed along St. Joseph Boulevard because they are dangerous to blind people and he did not think any others should be installed until the Region finds a way to get the visually impaired across those turn lanes safely. He urged committee members to continue the program of installing APS, explaining that pedestrian safety should be paramount in all considerations and those who are most vulnerable should be most important in the councillor's minds.

With respect to the sounds of APS, Mr. Stark indicated that the old system of "bells and buzzers" gave him more information, but these were abandoned in favour of the national standard which is more of a "cuckoo-sounding" noise. While this would not be his preference, he agreed it was better than no sound at all. Councillor Legendre inquired as to staff's progress in evaluating the sounds of these signals and the Director of Mobility Services and Corporate Fleet Services, Doug Brousseau reminded committee that Council awarded a research contract to the University of Ottawa to work on the sounds associated with APS. While that work has yet to be completed, the Transportation Association of Canada (TAC) standard is applied because staff feel that standards are extremely important so people can expect the same kind of information wherever they travel. He indicated staff are involved in the TAC Committee to review APS and are also working with other municipalities to try and get more interest in developing a new standard.

Councillor Kreling made reference to the accident cited by Mr. Stark and advised that the incident was brought to his attention just recently and inquiries have been generated and he and

staff will respond to Mr. Stark and the gentleman involved about the outcome of those inquiries. The Committee Chair suggested that in the new year, the committee may wish to discuss the issue of right-hand turn arrows being installed without prior notification to the affected ward councillor.

Councillor Doucet inquired whether tactile paths assist the delegation in crossing the street and Mr. Stark stated they are very helpful because they eliminate some of the things they expect APS to do now and which the standard does not accommodate. He referred to examples of tactile markings on a number of corners in Orléans that are rounded and which help blind pedestrians “square up” to the corner in order to cross the street in a straight line. The councillor questioned whether there was money in the budget for tactile paths and D. Brousseau advised there is no program to introduce tactile pathways/markings; however, the Department has introduced a new program called “Pedestrian Accessibility at Signalized Intersections” which may involve installing helpful devices such as tactile pathways. With regard to new reconstruction, he advised that staff will be heading up a review of design standards at intersections.

Peter McNichol, Regional Cycling Advisory Group thanked staff and the committee for their work in the past years, noting great strides have been made with respect to cycling facilities. He stated that RCAG is not in favour of wide intersections and multiple turning lanes and want to ensure the traffic flows smoothly and that there is less traffic, which is why they promote cycling and why Council has made cycling one of their top priorities. He referred to the four E’s to any mode of transportation: engineering, encouragement of the less harmful modes, education of how to use those modes and enforcement. He opined that the absence of the latter is why facilities become less useful and he believed there was a need to examine speed surveys to ensure the right decision is made for all users when speed limits are increased.

With respect to RCAG’s progress, Mr. Nichols noted that there is \$195,000 planned for the 2000 budget, but at a recent meeting of RCAG, it was realized that \$300,000 could easily be spent next year. They want to see money spent on soft engineering services i.e. studies which examine how to get more cyclists on the road with less infrastructure. For next year, RCAG would like to provide cycling facilities on Blair Road, complete the Hunt Club Road intersection at Richmond Road to extend the bike lanes all the way from Cedarview, as well as other initiatives. They would also like to complete the signage where there are left-turn restrictions with no bicycle exempt signs. He encouraged committee members to be generous and recognize that cycling is the future.

Chris Bradshaw, Ottawalk believed strongly that the green hierarchy in the Official Plan and the objectives for the shifts of transportation modes need to be thought of at all times in the committee’s deliberations i.e. which dollars spent will create the most shift, which of the modes

is creating the most congestion, et cetera. With respect to the 2000 Capital Budget, Ottawalk supports:

- the Pooley's Bridge reconstruction (including a proper and easy-to-use detour during the construction phase);
- that a walking plan be developed so all the modes will be integrated;
- the expansion of the Mobility Management program and their efforts to start coordinating the different modes;
- the installation of audible signals, including tactile paths which do not have the negative noise by-product for other users.

Mr. Bradshaw encouraged committee members to undertake the pilot project recommended as part of the Walking Security Index for removal of walk signals at select intersections, with a view to determining whether or not this reduces aggressive driving. Also, Ottawalk prefers the red light camera program and other forms of automated enforcement to individual driving enforcement. In conclusion, Mr. Bradshaw encouraged members to integrate all their responsibilities now and in the future, with respect to the quality of life they are going to build.

Councillor Legendre made reference to the comment made by staff during the initial presentation that based on funding constraints, the goals set out in the TMP will not be met and suggested that if funding were available, would there be changes made to the priorities listed at Table 6. Mr. Tunnacliffe responded by stating staff are still working with that Table and given the philosophy embodied in the Official Plan, his advice would be to spend money on transit projects rather than road projects.

Councillor Bellemare noted the budget did not include funds for noise attenuation, but a draft copy of the noise report which he had a copy of, did make reference to funds being set aside for this program. N. Tunnacliffe confirmed this, but advised that due to the constraints on the Region-wide fund, several programs, of which noise attenuation was one, did not receive funding in the 2000 budget. In light of this, the councillor questioned whether the proposal to deal with these reports early in the new year would be futile since there will be no funding to do any work. The Commissioner responded by stating it is always worthwhile having a policy discussion to get comments from committee and council and the funding can be found at a later date.

Councillor Bellemare made note of the budget differences between the urban and rural traffic control signal program. The Environment and Transportation Commissioner explained that the rural program generally requires more money because roadway modifications are usually

involved with the installation of the signals, whereas in the urban areas, there are no or very minor adjustments made to the roadway. The councillor was concerned about the backlog of 100% warranted signals that have not yet been installed and D. Brousseau explained that staff are asking for more money in 2000 because they have seen a shift in the need for signals in the rural areas; however, that amount is still not enough to complete all of them. He commented that the report to come forward next spring may recommend a shift of funding from rural to urban, if it can be determined that more can be accomplished by such a shift. When questioned what the estimated increase would be to the budget if every intersection were to be accommodated, the Director advised that without final designs for each intersection, he estimated a requirement of \$2.6M. The Finance Commissioner, Jack LeBelle confirmed that 80% of that amount can be funded through Regional Development Charges (RDC). However, there is no source of funding for the remaining 20%.

Councillor Cantin stated that there are environmental assessments done for areas that will get the capacity before its needed, while there are other areas that have the capacity now and need help to address their congestion problems. He was concerned about increasing capacity before the need, when there are communities that have been waiting 20 years for expanded roads.

Councillor McGoldrick-Larsen requested an update on the issue of traffic stopping on the railway tracks on Woodroffe Avenue during peak periods and how staff are dealing with the concerns of Transport Canada and the police with respect to the road deficiencies in that vicinity of the crossing. John Buck, Manager, Operational Studies advised that the police are very concerned about southbound queuing of traffic on Woodroffe, as well as the back-up on Fallowfield. Apparently, the queues extend beyond the railway crossing which is at grade and some motorists are actually stopping on the tracks. He advised that staff have taken the precaution of erecting warning signs to prevent motorists from this dangerous activity and also painted clearer stop markings in front of the tracks, but these have been largely ineffective and driver compliance is low. While Mr. Buck believed the best solution would be to grade separate the road from the tracks, he stated that would not happen until these roads are widened. As an immediate solution, staff, together with Transport Canada, propose an advance signal which would detect an oncoming train from a greater distance, thereby giving motorists a more advance warning.

D. Brousseau added that this is a safety issue and staff will find the funds from within the department's existing budget to rectify the situation. Councillor McGoldrick-Larsen believed staff were looking to spend money for a band-aid solution to this problem, but the Commissioner advised that there is a policy which addresses public safety issues and staff have determined this cannot be ignored. The councillor questioned whether the intersection of Fallowfield and Woodroffe is identified as a capital works project required in the budget and D. Brousseau advised there is nothing in the budget for construction for another five years. He acknowledged that staff are aware that this intersection continually fails and while they are

looking at ways to improve it in the interim, he was not sure those solutions would solve the railway crossing problem. The councillor further questioned whether Transport Canada is required to cost-share any necessary work regarding the safety at railway crossings and the Commissioner advised that under the new Act, there is a formula which stipulates whoever asks for the improvement first is financially responsible. The councillor indicated her intention to put forward a Motion to proceed with the design for the modifications to this intersection, so when the infrastructure program comes forward in 2001, the design work will be already on the shelf and the work can proceed.

With respect to the Traffic Calming budget, Councillor Davis thought staff were to bring forward a recommendation on how to proceed and what the priorities would be. D. Brousseau advised that staff do not have a priority-setting mechanism in place yet. The councillor questioned whether staff are only implementing a portion of what was put in for Kirkwood Avenue and D. Brousseau advised that he did not have that information readily available, but would provide it to the councillor at a later time. Councillor Davis questioned how much was being assigned to Kirkwood Avenue for traffic calming and was advised that \$100,000 will be spent on that road. In response to a further question posed by the councillor, D. Brousseau confirmed the money required to fix the height of the raised intersection and speed hump would come from the resurfacing budget.

Councillor Meilleur questioned whether the traffic calming on Murray Street can be completed and staff advised that the work left to do on that roadway is not likely to draw from the traffic calming budget because they are looking at "greening" initiatives instead of on-street facilities. The councillor indicated there are other street fixtures to be put in and D. Brousseau indicated there are no funds available to do that next year. The councillor hoped staff would take another look at the budget and find the money to complete the project. D. Brousseau confirmed this direction and would report back to the councillor prior to Council's consideration of the budget.

Councillor Doucet was concerned about the lack of funds for traffic calming studies in the Glebe. Mr. Brousseau advised that staff have identified about \$110,000 for Main Street for next year, but confirmed these studies stay "on the shelf" until such time as the road gets reconstructed or for other reasons. The Commissioner added that if the committee decides to increase the budget for this program, the money will have to come from somewhere else within the Department.

With respect to the traffic control signal program, the Committee Chair inquired whether staff have talked to their rural counterparts regarding guidelines for signal installation in those areas. She suggested that since signal installation in the rural areas is generally more expensive (due to roadway modifications), perhaps they can be installed without those modifications. Staff advised that they refer to the design standard used in Ontario for those intersections.

In speaking to the traffic calming study for Woodroffe Avenue, Councillor Byrne understood the recommendations resulting from that study will cost approximately \$300,000 and questioned how much of the traffic calming budget has been “ear-marked” for that particular study implementation. D. Brousseau responded by stating the total is approximately \$130,000 which includes approximately \$90,000 for design and other costs. The councillor questioned how long the design will take or when implementation of the recommendations would be able to be commenced and was advised it would depend on certain elements which have yet to be finalized. However, staff do expect to do some modest implementation in 2000, as well as design for the bigger issues. He anticipated that some of the minor measures recommended for approval may be in place late next year.

With respect to design standards, Councillor Davis indicated that many of the on and off ramps to and from the Queensway would not be built by today’s standards and questioned whether the Region can request the province to retrofit these facilities. D. Brousseau indicated this is currently being examined by MTO and the Commissioner suggested that Ministry representatives be invited to a Transportation Committee meeting in the new year to discuss this issue.

Councillor Byrne related some questions she had pertaining to the proposed bus stop along the Ottawa River Parkway. The Director of Engineering, J. Miller advised that the budget includes money for the design for next year, but confirmed there would not be any construction until the following year. Staff will follow through with the conceptual design and do the Environmental Assessment (EA) after that and the design will come to the committee for review. The councillor questioned when the appropriate time would be for her to make comments about the design and Mr. Miller advised those could be made at either the EA stage or during the consultation process.

Councillor Legendre referred to the Performance Measures report dated 8 December 1999 and suggested looking at this document more in the future as the committee goes through the budget process. He believed that once that is set, it is a powerful tool to establish priorities. He felt it a worthwhile exercise to put on the committee’s agenda in the coming months.

Councillor Cantin distributed copies of the Canadian Fire Chief which included an article on speed humps and their impact on emergency services. He indicated the article was not a very positive one for Ottawa-Carleton, although he recognized there are countries which have had a good experience with these facilities.

2000 DRAFT OPERATING ESTIMATES

That Transportation Committee recommend Council approve the 2000 Draft Operating Estimates as presented.

CARRIED

2000 DRAFT CAPITAL ESTIMATES

That Transportation Committee approve the projects contained at pages 90, 92, 94, 98, 100, 102, 104, 106, 108 and 230 of the Planning and Development Approvals Department budget.

CARRIED

Light Rail Transit (Project 900267)
pg. 228

Councillor McGoldrick-Larsen thought the committee was going to wait for the review of the pilot project before proceeding further with expansion plans to other areas. N. Tunnacliffe clarified that the direction provided by Council to proceed with the extensions to Hull, the Airport, Barrhaven, et cetera, came when Council approved the interim report. P. Sweet, Director, Policy and Infrastructure Planning added that it is not intended to expand the light rail project until the pilot project is operating, but in order to do that, it will take a bit of work to look at the extensions, particularly to Hull. She explained that the plan is to proceed with exploration of those extensions. The councillor questioned the appropriateness of spending \$1.4M for these studies at this time, when there are significant safety issues the Region is dealing with, as previously discussed.

That Transportation Committee approve the Light Rail Transit budget as presented.

CARRIED
(M. Bellemare and
M. McGoldrick-Larsen dissented)

King Edward Avenue (Laurier to Sussex) (Project 900061)
pg. 130

Councillor Meilleur proposed that the King Edward Avenue rehabilitation project be advanced to take place in 2001 and that preparatory work starts this coming fiscal year. She noted the federal government will be putting forward its infrastructure works program shortly and if some preliminary work is done, it will have the support of that funding. She believed the Region owed it to the community to complete this work as soon as possible.

Councillor McGoldrick-Larsen made reference to the financing of the project and questioned why the funds cannot come from RDC funds. The Commissioner indicated those funds can only be used for growth projects and since there is no intention to increase the capacity of that road, those funds would not be eligible.

Councillor Legendre thought it would be useful to have some monies made available in 2000 rather than waiting until 2001, in order that work could start in the detailed design. The Commissioner confirmed that Council will have to find the \$1M in the 2000 budget. The councillor proposed that the following words be added to the councillor's Motion: *and that \$1M be allocated in 2000 for an Environmental Assessment Study and detailed design.* Councillor Meilleur accepted this amendment to her Motion.

Kent Kirkpatrick, Deputy Treasurer cautioned committee that the Motion would result in this project being debt financed which would alter the total amount of debt authority, but not the total budget. The Committee Chair indicated that during the OMB discussions on King Edward Avenue and the three other transportation corridors which were asked to be retained in the plan, the community associations associated with those corridors agreed to assist the King Edward Avenue Task Force with the implementation of this plan, and it was her understanding that the Region had made a similar statement of goodwill in an attempt to move that plan forward. P. Sweet confirmed staff had agreed that the work on King Edward Avenue should be moved forward.

Prior to voting on the Motion, as amended, Councillor Meilleur indicated that if the committee rejects the Motion, it may have an impact on the decision taken by the OMB.

Moved by M. Meilleur

That the King Edward Avenue (Laurier to Sussex) rehabilitation (Project 900061) be advanced to take place in the year 2001 and that preparatory work start this coming fiscal year, and that \$1M be allocated in 2000 for an Environmental Assessment Study and detailed design.

CARRIED

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

That Transportation Committee approve the budget page as amended.

CARRIED

Richmond Road Rehabilitation (Broadview to Mayfair) (Project 900474)
pg. 136

Councillor Davis expressed concern about the length of time projected for this rehabilitation, because she felt drawing it out over several years will only serve to devastate the Village of Westboro. J. Miller confirmed that the project is broken down into three phases (Broadview to Roosevelt/Roosevelt to Tweedsmuir/Tweedsmuir to Kirkwood/Mayfair/Island Park) and commented that the staging is an affordability and a construction issue. Given the magnitude of the project however, the councillor thought the Region would undertake to complete it within one year and questioned what would financially preclude the Region from doing it within that timeframe, using more than one construction company and having extended hours to fast-track the work.

Mr. Miller agreed it is desirable to do it as quickly as possible and to maintain traffic flow. While staff would be in favour of extending construction hours to shorten the timeframe, they would have to take into consideration municipal noise by-laws and the needs of the community. The councillor questioned why several different contracting companies could not be hired to work on each phase at the same time in order to be more expedient and was advised by the Commissioner this project is on a pay-as-you-go basis based on the tax base. K. Kirkpatrick explained that there are ways of fast-tracking this process, but it would mean having to change the financing mix of the project, with more of it being debt financed in that year, which means advancing the amount in the use of debt authority in the 10-year capital forecasting financing model. The councillor questioned whether the Westboro BIA accepted this construction proposal and J. Miller advised that he was not aware of any meetings with the BIA.

That Transportation Committee approve the budget page as presented.

CARRIED

Resurfacing Program (Project 900400)

pg. 140

Councillor Kreling recalled that the resurfacing of St. Joseph Boulevard had been delayed last year because of a beautification program the city of Gloucester was initiating along that roadway and he questioned whether staff have had an opportunity to discuss with municipal staff where they intend on going with that program so the Region can co-ordinate with them if possible. He believed there may be some savings which could be achieved as a result of what Gloucester wants to do. The Commissioner indicated that staff have met with city officials to discuss this and are co-ordinating their efforts to achieve savings. He advised that the resurfacing of St. Joseph should occur next year. The councillor thanked staff, especially the assistance of the Regional Forester to the City of Gloucester when they were proceeding last year with their beautification program.

Councillor Cantin noted that on Montreal Road at Beacon Hill, Bell Canada crews have been *burrowing under* rather than *cutting through* the pavement and he questioned whether staff have discussed the possibility of burying overhead wires. M. Sheflin explained this is not an option because it is an extremely expensive process. He added, however, that staff are debating whether or not to assign to utility companies the true cost of cutting through pavement, with the view that when they realize how expensive it is, the desire to go under the road will probably become more attractive to them.

That Transportation Committee approve the budget page as presented.

CARRIED

Pooley's Bridge (Project 900088)

pg. 144

Councillor McGoldrick-Larsen was reluctant to approve the funding for this project and suggested it be delayed for a year. The Commissioner advised that the Region and the NCC have committed to the restoration of this bridge, emphasizing that the bridge is in such a state of disrepair and any delays will only serve to escalate costs.

That Transportation Committee approve the budget page as presented.

CARRIED

(M. McGoldrick-Larsen
dissented)

Structure Rehabilitation/Replacement Program (Project 900089)

pg. 146

Councillor Legendre proposed that \$100,000 be transferred from this project to the Cycling Facilities Improvement Program (CFIP). He believed that additional funding will put more emphasis on this program. Given a choice of re-evaluating the priorities listed in this program, the Commissioner opined that the monies would be better spent putting them into the resurfacing program.

In response to a question posed by Councillor Kreling, Vinni Sahni, Manager, Structures advised there are 12 structures that require rehabilitation and the budget will not cover all the necessary work. The funding available in this program barely scratches the surface when it comes to addressing the needs in the Region and he stressed that safety is the main priority in this program. Given this information, the councillor was satisfied there was a need to keep the

money in the program. Councillor Meilleur agreed with this thinking, adding the Region would be at risk of liability if it did not proceed with the rehabilitation.

Moved by J. Legendre

That \$100,000 be transferred from page 147 Structure Rehabilitation/Replacement Program to page 199 Cycling Facilities Improvement Program.

LOST

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

That Transportation Committee approve the budget page as presented.

CARRIED

Traffic Calming Measures (Project 900065)
pg. 164

That Transportation Committee approve the budget page as presented.

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

Safety Improvement Program (Project 900079)
pg. 168

Councillor Kreling asked staff when councillors will receive the list of locations to be addressed through this program. D. Brousseau advised that the program does not come to committee unless it requires modifications to the roadway. He explained that staff do a lot of work such as pavement markings and signage that the committee never sees. While the councillor appreciated this information, he wanted an opportunity to review as early as possible in the new year, those locations where roadway modifications are necessary.

Councillor McGoldrick-Larsen made reference to the issue about the railway crossing on Woodroffe and Fallowfield as discussed earlier and questioned where the funds to address this problem will come from. The Commissioner advised that staff will find the money from somewhere within the budget and as is the practice, staff would report back to the committee and Council.

That Transportation Committee approve the budget page as presented.

CARRIED

Audible Signal Program (Project 900115)
pg. 180

Councillor Meilleur proposed that \$50,000 be transferred from Structures - Provincial Highway Transfer (Project 900094, pg. 213) and put into this program. The Committee Chair referred to the case before the Human Rights Commission in which the Region is charged with not doing enough to address the needs of the blind. She believed the installation of only three APS/year is an absolute minimum and strongly agreed the budget for this program should be increased.

Councillor Bellemare noted that eight APS were installed last year and questioned whether there was a decrease in the budget this year because only three locations are proposed for installation in 2000. D. Brousseau responded by stating there were several APS installed as part of the Restore the Core project. He went on to state that Council does not yet have a priority ranking mechanism to install these signals, but staff will be bringing forward a report early in the new year which will address these and other issues related to APS.

Councillor Doucet supported the Motion, stating there is not enough money to respond to the needs of the community and the smallest programs which are the ones felt most by pedestrians, are those that seem to suffer the most. He did not believe the Region can have a hierarchy of transportation modes and then not give its support to helping those which are the priority on that list.

Councillor Kreling recalled the comments made previously by Chris Stark in relation to signals and stated that if it is important for sighted people to have assistance, surely it must be just as important to provide the same kind of assistance for blind people, especially at key intersections.

The Commissioner advised that new installations will be part of construction projects.

Moved by M. Meilleur

That \$50,000 be transferred from Structures - Provincial Highway Transfer (Project 900094, pg. 213) to the Audible Pedestrian Signal Program.

CARRIED
(M. McGoldrick-Larsen
dissented)

That Transportation Committee approve the budget page as amended.

CARRIED

New Traffic Control Signals - Urban (Project 900431)
pg. 190

Councillor Bellemare proposed the following Motion:

That the New Traffic Control Signals - Urban budget be increased by \$2.59M, 80% of which is expected to be funded through Regional Development Charges, in order to address the list of outstanding locations that currently meet 100% of the approved pedestrian or traffic signal warrants.

That the net increase of approximately \$500,000 to the Region be accommodated through either:

- a. unused capital authority*
- b. capital works in progress*
- c. the reduced funding requirement for the social services caseload, or*
- d. a combination thereof*

He believed committee members should be very concerned of the fact there are six locations (two of which date back to 1998) across the Region which meet 100% of the warrants for traffic control signals and yet are still unsignalized. He opined that what has become a chronic lack of available funding for traffic signals is becoming an embarrassment and is a major safety issue on Regional roads. To remedy the situation, the necessary funds should be allocated to ensure those locations will be properly signalized.

Several members objected to taking funds from social services as suggested in the Motion. In particular, Councillor Meilleur was very concerned about taking funds from social services at a time when they are at their greatest need. While she applauded the councillor for trying to improve safety in the community, she did not believe the funds to improve one program should be taken from one of such value to the people of the Region. She noted that despite the fact the social service caseload has decreased, the poverty level has certainly not declined and people in need are feeling the pressures more and more. She noted that the cost of living has increased, but the average income of Ottawa-Carleton residents is decreasing. She commented that the situation is not getting better in the Region and the gap between the rich and the poor is worse here than anywhere else in Canada. Further, unemployment is going up, despite the fact that statistics that say otherwise; the criteria for people who qualify for unemployment is more strict so while it looks like there is less people unemployed, that is not the true reality. While she

recognized the importance of ensuring streets are safe, she believed the Region's first responsibility is to look after the residents of Ottawa-Carleton.

Councillor Legendre opined that if there are monies to be found through a tax increase, et cetera, the money would be better spent on some part of the transportation system (roads and transit) because he believed that is the Region's number one problem and needs to be addressed.

Councillor McGoldrick-Larsen supported the Motion, noting the list of intersections requiring signals will only grow in the coming years, with the impact of growth in the Region and the economic development being experienced. She emphasized that when warranted, traffic control signals should be installed because there are communities where people driving or taking the bus cannot get out onto the Regional roads. With respect to the question of where that money should come from to address this problem, she believed it was a question of balancing priorities. She agreed that 100% of the funding should not be taken from the savings achieved through a reduced social services caseload, but recognized there has to be a balance. She concluded by stating that if the Region is to increase the level of service in the social service sector and absorb that savings, when the economy is in a downward trend, the Region will then have to increase taxes to maintain that level of service. Also, committee members must consider very seriously the economic growth in the community. If it is stifled there will not be opportunities for people to get jobs.

Councillor Cantin also supported the Motion, suggesting this is more a safety issue than a transportation issue. He noted that when the need for social services increased in the early 90's there was a percentage of money taken out of the transportation department to assist that program. Staff advised they did not have those figures and suggested it would be difficult to measure; rather than an actual absolute dollar reduction in the Transportation Department budget, its contribution to the increased Regional funding requirement of social services over the years came in the form of year after year after year in the face of significant system expansion and inflationary costs so in its cost structure it continued to provide services at previous years' taxation level. He believed it was more a cost avoidance contribution than an actual cut to the Transportation Department budget.

Councillor Cantin questioned whether there is \$2.1M in the RDC reserve and Finance staff advised there was and it is up to committee and council to determine how to use those funds. He indicated there are uncommitted RDC Region-wide reserve fund balances and traffic control signals are identified in the RDC By-law.

The Chair of the Community Services Committee, Councillor Munter, cautioned committee against thinking there is a source of funding from the reduced social services caseload. He explained that one of the things the government has done is spent much of the Region's social

services caseload decline for the Region i.e. the drug benefit program bill which the Region has to pay has increased by \$1M; the province has cut 175 childcare spaces so if the Region is going to manage with what its got that is \$1.2M; there is increased cost for social housing administration, the Region's share of the legislated pay equity payments for childcare works, et cetera. Therefore, there is a whole series of obligatory costs the Region must deal with. He did not believe it would be practical to use that funding source to fund intersections and traffic control signals.

The Committee Chair inquired of Legal staff that since Council has approved the Budget Direction Guidelines which state that the social services money is to remain in the social services envelope, can the committee now propose to move it elsewhere. The Environment and Transportation Commissioner understood it would be totally inappropriate for one committee to start appropriating the program of another's. It was the Solicitor's opinion that because Council specifically directed that those funds remain in that envelope, it would not be appropriate to move those funds to another program.

Given the opposition to this particular reference in his Motion, Councillor Bellemare clarified that it was not his intention that it be the only source of funding for this particular program. He agreed to delete this reference from the Motion.

Councillor Davis made reference to the intersection of Spencer and Holland which is on the list for the installation of signals. She recollected that the City of Ottawa was doing its own study and which may propose other options to address the traffic problem. While he was not aware of the city's proposal, D. Brousseau advised that this is a Regional program and the intersection is 100% warranted; however, should the municipality do something that changes that, he would advise the councillor.

At the request of committee, the Motion was separated for voting purposes.

Moved by M. Bellemare

That the New Traffic Control Signals - Urban budget (Project 900431 pg. 191) be increased by \$2.59M, 80% of which is expected to be funded through Regional Development Charges, in order to address the list of outstanding locations that currently meet 100% of the approved pedestrian or traffic signal warrants;

CARRIED

YEAS: M. Bellemare, W. Byrne, R. Cantin, L. Davis, C. Doucet, D. Holmes,
M. McGoldrick-Larsen, M. Meilleur....8

NAYS:H. Kreling, J. Legendre....2

Moved by M. Bellemare

That the net increase of approximately \$500,000 to the Region be accommodated through either:

- a. unused capital authority**
- b. capital works in progress**
- c. or a combination thereof.**

CARRIED

YEAS: M. Bellemare, W. Byrne, R. Cantin, L. Davis, C. Doucet, D. Holmes,
M. McGoldrick-Larsen, M. Meilleur....8

NAYS:H. Kreling, J. Legendre....2

That Transportation Committee approve the budget page as amended.

CARRIED
(H. Kreling and
J. Legendre dissented)

Cycling Facilities Improvement Program (Project 900081)
pg. 198

Although his Motion to increase this program was not previously supported, Councillor Legendre inquired whether \$100,000 could not be taken from RDC funds. K. Kirkpatrick advised that he would consult the RDC By-law and report back to the councillor.

That Transportation Committee approve the budget page as presented.

CARRIED

Structures - Provincial Highway Transfer (Project 900094)
pg. 212

That Transportation Committee approve this project, as amended by the transfer of \$50,000 to the Audible Pedestrian Signals (Project 900115).

CARRIED

West Transitway (Acres Road to Pinecrest Road) (Project 900271)
pg. 236

Councillor Byrne proposed the following Motion:

WHEREAS approximately \$20M will be required for Phase 1B of the Transitway to be completed, and

WHEREAS Phase 1B will not proceed without funding from sources other than Regional taxpayers, and

WHEREAS the province no longer provides subsidies upon which the original proposal was based, and

WHEREAS other more cost effective alternatives can be implemented to achieve the same transit objectives, and

WHEREAS it is obvious that this project is not feasible, now or in the future, and as residents in the adjoining neighbourhoods require certainty with respect to properties affected by this project,

THEREFORE BE IT RESOLVED that the West Transitway Extension Phase 1B be deleted from the Region's 10-Year Capital Program and that staff be directed to prepare an Official Plan Amendment to remove Phase 1B from the Regional Official Plan.

The councillor indicated that when this extension was originally voted on, provincial subsidies were available for the cost of the extension. While Phase 1A provides the majority of the benefits of the whole extension and is well underway in the process, Phase 1B is a different matter because it would only improve the reliability of travelling time for certain bus routes. While she recognized the desirability of this goal, given the financial conditions the Region is currently facing, she did not believe this single benefit justifies the expenditure of \$20M, particularly when other more cost-effective alternatives exist which achieve the same objective. She referred to the initiatives put forward by staff in a report to the Transportation Committee in February 1999 entitled: "Public Transit Goals in the West and Southwest Corridors (Motion No. 36)". The report indicates that: "It is possible, however, in conjunction with a number of additional initiatives that have been identified in the course of this study, but which have not been detailed here, to piece together a lower cost version of the West Transitway that could meet the longer term needs in this corridor for many years." She noted one such initiative was the queue jumping lane for buses on Pinecrest.

Councillor Byrne went on to state that residents on Desmond, Burgess, Belfield and Pulford submitted a petition expressing their concern about problematic tenants in the houses rented out by the Region in the area. She explained they are frustrated by the Region's inability to do

anything to rectify this matter to their satisfaction or to provide compensation for what they feel are decreased property values. Because there are no funds to build this extension and in light of the fact there are less intrusive, more cost-effective initiatives available, the councillor believed the item should be deleted from the budget.

H. Gault confirmed this is a high priority project which will provide improved reliable transit service to the west end of the Region. She noted there are some other short-term initiatives which will provide some relief in the short-term, but would not address the long-term needs. Several councillors agreed this project was warranted and did not feel it was reasonable to halt the process now when so much as already been invested into it.

Moved by W. Byrne

WHEREAS approximately \$20M will be required for Phase 1B of the Transitway to be completed, and

WHEREAS Phase 1B will not proceed without funding from sources other than Regional taxpayers, and

WHEREAS the province no longer provides subsidies upon which the original proposal was based, and

WHEREAS other more cost effective alternatives can be implemented to achieve the same transit objectives, and

WHEREAS it is obvious that this project is not feasible, now or in the future, and as residents in the adjoining neighbourhoods require certainty with respect to properties affected by this project,

THEREFORE BE IT RESOLVED that the West Transitway Extension Phase 1B be deleted from the Region's 10-Year Capital Program and that staff be directed to prepare an Official Plan Amendment to remove Phase 1B from the Regional Official Plan.

LOST

YEAS: M. Bellemare, W. Byrne....2

NAYS:R. Cantin, L. Davis, C. Doucet, D. Holmes, H. Kreling, J. Legendre,
M. McGoldrick-Larsen, M. Meilleur....8

Moved by W. Byrne

That the West Transitway Extension Phase 1B be tabled.

LOST

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

That Transportation Committee approve the budget page as presented.

CARRIED
(W. Byrne dissented)

Transitway System Improvements (Project 900273)
pg. 240

Moved by W. Byrne

That the preliminary design for the New Orchard bus stop, (reference Transitway System Improvements Project 900273 pg. 241), once complete, be submitted to the Transportation Committee and Council prior to submission to the National Capital Commission and commencement of the Environmental Assessment Study.

CARRIED

Councillor Davis made reference to the temporary bus shelter at Dominion Avenue and suggested the Region did not need to get further approval from the NCC to make this shelter permanent. J. Miller advised that the budget includes monies for future landscaping, but they are really waiting for delivery of the permanent structure. The councillor remarked that people perceive this structure to be unsafe and suggested something be done immediately to improve the situation. J. Miller confirmed the shelter is supposed to be completed in January.

That Transportation Committee approve the budget page as amended.

CARRIED

That Transportation Committee recommend Council approve the 2000 Draft Capital Estimates, as amended.

CARRIED

The Committee then proceeded to consider Motions which did not directly relate to the budget.

Councillor Meilleur had submitted the following Motion, but left the meeting before the committee had had an opportunity to consider it. Councillor Byrne agreed to put it forward on her behalf:

That should the RMOC receive a new Canada Infrastructure Program during this coming fiscal year, that some of the money saved through this initiative be transferred to the Traffic Calming Measures budget.

Some councillors could not support the Motion and Councillor McGoldrick-Larsen was more inclined to table the Motion until the announcement on the infrastructure program has been made. The Commissioner advised that this program would be put on the list if those funds do become available. Councillor McGoldrick-Larsen believed it would be more appropriate to refer the Motion to staff, with the suggestion it be “brought forward” at a later date. After a brief discussion, some members agreed the matter would be best dealt with as direction to staff.

Moved by W. Byrne

That the following Motion be given as direction to staff:

That should the RMOC receive a new Canada Infrastructure Program during this coming fiscal year, that some of the money saved through this initiative be transferred to the Traffic Calming Measures budget (Project 900065, pg. 165).

CARRIED

(H. Kreling dissented)

Councillor Bellemare proposed the following:

That the Noise Attenuation Retrofit Program be included in the list of capital projects and that funding in the amount of \$500,000 be allocated for the year 2000 and that this amount be accommodated through either:

- a. *unused capital authority*
- b. *capital works in progress*
- c. *a combination thereof.*

He stated that the Region cannot ignore the many requests coming forward for noise attenuation. He made reference to the staff report which is intended to be brought forward in January with respect to a policy on noise retrofit and noise attenuation. As discussed previously, the original recommendation was to provide funds in the 10-year capital program. The councillor maintained that if committee and Council are going to consider these reports next month, and, in all likelihood, adopt a policy that will examine and prioritize those requests, then in the absence of any funding, such a process becomes futile. He believed that if a policy is going to be developed, then at least some seed funding should be provided.

Councillor Davis was aware that some areas along the southeast transitway would be examined for noise attenuation and questioned whether any other locations were being considered. Brendan Reid, Manager, Infrastructure and Projects Planning advised there were a large number of requests for fencing, many of which would be candidates for a retrofit program. He explained that staff would need to establish parameters of how this program would work and what the priorities would be. To further explain, the retrofit would be primarily for locations where there is currently no attenuation. He confirmed this would include residential development which backs onto Regional roads and which are subjected to considerable amounts of noise.

Moved by M. Bellemare

That the Noise Attenuation Retrofit Program be included in the list of capital projects and that funding in the amount of \$500,000 be allocated for the year 2000 and that this amount be accommodated through either:

- a. unused capital authority**
- b. capital works in progress**
- c. a combination thereof.**

CARRIED

YEAS: M. Bellemare, W. Byrne, C. Doucet, M. McGoldrick-Larsen....4
NAYS:L. Davis, D. Holmes, H. Kreling....3

Councillor McGoldrick-Larsen proposed:

WHEREAS the Region of Ottawa-Carleton currently has between 60 and 80 intersections that currently fail;

WHEREAS the Region is experiencing increasing population growth and economic development;

THEREFORE BE IT RESOLVED that an Intersection Improvement Program be added to the Planning and Development Approvals Department budget, and;

BE IT FURTHER RESOLVED that \$1M be allocated to the 2000 budget.

The councillor explained her intention to get the program identified as was the original aim of the department. She referred to a report prepared by staff and submitted to the Finance Department which reflected the same amount as she was proposing. P. Sweet clarified that staff plan to bring forward in the new year a policy direction for the committee's consideration, on how to set priorities for intersection improvements. In addition, staff had a capital budget sheet meant to be under the Environment and Transportation Department as a construction budget and which would be primarily construction dollars (staff originally identified \$2M in 2000 and \$4M each year thereafter).

Recognizing the financial situation, Councillor McGoldrick-Larsen stated that although staff had originally suggested \$2M be allocated to this program, her Motion proposes that only \$1M be put towards this project. She added that sooner or later, the Region will have to address the problems at these intersections and by starting the program now and getting it in the budget book, she believed that as the Region merges with the municipalities into one city, such a program will establish the fact that this is an identified area of concern. She explained her intent to amend the Motion to reflect whatever development charge is eligible to use for part of the funding and she questioned how much of the cost for intersection improvements (in growth areas outside the greenbelt) can be associated to RDC's. The Finance Commissioner advised that the RDC by-law indicates 25% attributed to growth, but committee and Council will have to find the balance (\$750,000). He went on to state that since the Minister of Finance instructed Council not to increase taxes, approval of such a program would have to be funded from within existing sources in the form of other programs.

Moved by M. McGoldrick-Larsen

WHEREAS the Region of Ottawa-Carleton currently has between 60 and 80 intersections that currently fail;

WHEREAS we are experiencing increasing population growth and economic development;

THEREFORE BE IT RESOLVED that an Intersection Improvement Program be added to the Planning and Development Approvals Department budget, and;

BE IT FURTHER RESOLVED that \$1M be allocated to the 2000 budget.

LOST

YEAS: M. Bellemare, M. McGoldrick-Larsen....2

NAYS:W. Byrne, C. Doucet, D. Holmes, H. Kreling....4

Councillor McGoldrick-Larsen proposed that staff identify funding from within the 2000 budget for improvements to the intersection of Fallowfield Road and Woodroffe Avenue. She noted that the intersection will continue to be a problem and the sooner it is fixed, the better it will be for all users. Further, when the federal infrastructure program is implemented, the design will be on the shelf for this project. While she recognized the pressures the Region is under, she stressed it cannot continue to ignore the desperate transportation needs in south Nepean.

The Committee Chair questioned whether improvements can be accomplished “in-house” and was advised that staff have already cut the Engineering Division budget in half. Staff added that it would be contingent on the availability of funds after the January-February review of all projects. Councillor McGoldrick-Larsen suggested adding to the Motion that 80% of the funding come from RDC’s, with the balance to be contingent on the availability of funding.

Moved by M. McGoldrick-Larsen

That staff identify funding from within the 2000 budget for the intersection design of Fallowfield Road and Woodroffe Avenue, with 80% of the funds to come from RDC funding with the balance contingent on the availability of funding.

LOST

YEAS: M. McGoldrick-Larsen....1

NAYS:M. Bellemare, W. Byrne, C. Doucet, D. Holmes, H. Kreling....5

Councillor Doucet proposed the following:

WHEREAS the year 2000 is the transition year to the new City of Ottawa and new types of planning will have to be undertaken to assist the new Council to identify priorities at both the city and the neighbourhood level,

BE IT RESOLVED THAT staff provide Council with an assessment of what would be a reasonable method of integrating the multi-layers of plans presently in force across the Region,

BE IT RESOLVED THAT as part of the preparation for the new city plan a small amount of money and some staff time be provided to each councillor to prepare a Communities and Environmental Priority Plan for each ward,

BE IT RESOLVED THAT these plans would identify on a ward by ward basis, through a process of community consultations what the various communities which comprise each ward regard as priority issues to be addressed in the new city plan and year 2001 budget process.

The councillor remarked that there is no mechanism at the community level to integrate both theirs and the Region's plans and he believed a vision could be established of what residents see as their community environmental priorities. He opined that developing it on a single ward basis would not accomplish very much and believed it would be more proactive if it was done on a Council-wide basis. If the committee supports his Motion, he suggested the discussion could then focus on how much money should be allocated to it.

The Commissioner of Planning and Development Approvals believed the Motion should more appropriately be dealt with by the Planning and Environment Committee. He explained that staff intend to do similar work which is suggested in the Motion, but taking into consideration the task of amalgamating Regional and local by-laws and official plans for the new city, he did not believe there would be enough time to address this specific request. He suggested the Motion be referred to the Planning and Environment Committee for review and comment, taking into consideration the direction they wish staff to take with respect to the amalgamation of the official plans and the by-laws.

Councillor Doucet argued that the Motion belongs to almost any committee, but it is mostly transportation-driven because it involves sidewalks, integration of roads, et cetera. Therefore, he believed it was appropriate to raise it at Transportation Committee for consideration by Council. He maintained that this will provide an opportunity for communities to be a part of the process in a small way while the Transition Team is in place. Further, involving the lower tier municipalities would be beneficial. He went on to state that councillors have no way of sounding out their constituents to hear what they perceive to be priorities in the development of the new city of Ottawa and this is what his Motion speaks to and he believed it would be a useful tool in the coming year.

Councillor McGoldrick-Larsen suggested no decision be taken at this time until it is known what the Regional Chair's office has in mind with respect to public consultation. She had some concerns about being "all inclusive" and could not support the Motion at this time.

Councillor Kreling suggested the Motion be accepted in principle and forwarded to the Planning and Environment Committee for consideration and implemented into a workplan. He did not

believe it would be difficult to dovetail into that process a few community meetings with the councillors.

Moved by H. Kreling

That the following Motion be accepted in principle, and that it be referred to the Planning and Environment Committee for their consideration and that the process being endorsed in principle be looked at in concert with what staff are already looking at in Planning and Environment and in Transportation as far as bringing local issues together in the new year:

WHEREAS the year 2000 is the transition year to the new City of Ottawa and new types of planning will have to be undertaken to assist the new Council to identify priorities at both the city and the neighbourhood level,

BE IT RESOLVED THAT staff provide Council with an assessment of what would be a reasonable method of integrating the multi-layers of plans presently in force across the Region,

BE IT RESOLVED THAT as part of the preparation for the new city plan a small amount of money and some staff time be provided to each councillor to prepare a Communities and Environmental Priority Plan for each ward,

BE IT RESOLVED THAT these plans would identify on a ward by ward basis, through a process of community consultations what the various communities which comprise each ward regard as priority issues to be addressed in the new city plan and year 2001 budget process.

CARRIED

Councillor McGoldrick-Larsen proposed the following:

That funding be allocated in the 2000 budget to partner with the City of Nepean to fund transportation improvements needed as a result of significant economic development in the South Merivale Business Park - Regional portion \$250,000.

The councillor referred to the request from the City of Nepean for road improvements as a result of the economic boom in south Nepean and reiterated the need to provide roadway improvements for JDS and other developments in that area. She believed the Region should support them in their efforts to encourage cycling, transit use and car pooling, by providing reliable infrastructure. She noted that the majority of the Region's portion can come from

development charges and only \$50,000 will have to be found from within the existing budget. She made note of the fact that JDS has already contributed \$1M to RDC's and believed the Region should do what it can to support their transportation needs. She added that JDS has complied with all Regional and local Official Plan requirements in developing the business park, as well as the transportation demand management issues related to it and she encouraged committee members to support the Motion.

D. Brousseau confirmed that staff had worked with city staff in developing the report referred to at the beginning of the meeting and while he believed the estimate might be somewhat low, staff support the concept of making improvements to the intersection.

Moved by M. McGoldrick-Larsen

That \$250,000 be allocated in the 2000 budget (\$200,000 from Regional Development Charges and \$50,000 from within the Transportation and Environment Department budget) to partner with the City of Nepean to fund transportation improvements needed as a result of significant economic development in the South Merivale Business Park.

CARRIED
(D. Holmes dissented)

Councillor McGoldrick-Larsen proposed the following:

That due to the current safety issues, a comprehensive assessment of all the transit and transportation projects being planned and underway for the near future be reviewed to consider what the best prioritization and phasing of the implementation of these projects is and that staff report their findings to the Transportation Committee for consideration.

The Environment and Transportation Commissioner advised that the implications of such a review makes for a very large project and cautioned that a parallel process will be occurring next year to which staff will be seconded to and he did not believe the Department would be able to accomplish the existing workplan they are putting forward. He recommended committee not start any new programs which will have currency only for the year 2000 will have to be totally redone for the following year. The councillor wanted staff to advise what is currently happening and how this Motion would support what is currently happening. She did not believe it would involve a huge study as suggested by the Commissioner.

The committee lost quorum and no further discussion took place.

INQUIRIES

Councillor Cantin advised that the City of Gloucester recently approved the installation of traffic signals at the intersection of Edgar Brault and St. Joseph Boulevard, but noted staff were reluctant to approve them unless a turn lane was provided. He explained that the intersection is close to the main church in Orléans and there are a lot of seniors in the area, as well as two businesses which draw a lot of traffic. In light of the fact there are some funds left in the budget for the expansion of St. Joseph Boulevard, he asked that staff examine how they can convert the remainder of that contract towards using part of it to improve this intersection as suggested above, and report back in the new year. He believed the modification would channel the turns to the signalized intersection and would make the roadway safer for all users.

ADJOURNMENT

The meeting adjourned at 4:50 p.m.

CO-ORDINATOR

CHAIR