

# MINUTES

## TRANSPORTATION COMMITTEE

### REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

#### CHAMPLAIN ROOM

16 MAY 1997

9:00 A.M.

#### PRESENT

Chair: R. Cantin

Members: D. Beamish, A. Cullen, L. Davis, D. Holmes, H. Kreling, J. Legendre,  
M. Meilleur

#### GENERAL

1. TRANSMITTAL REPORT ON DRAFT TRANSPORTATION MASTER PLAN  
- Commissioner, Planning & Development Approvals report dated 6 May 97 and  
Addendum to report dated 15 May 97

Brendan Reid, Manager, Multi-Modal Planning Branch indicated that in July 1995, Regional Council adopted the "Community Vision" which contained a transportation vision and supporting principles which were the guiding principles behind the development of the Transportation Master Plan (TMP). In June 1996, the Regional Development Strategy report was released, which was the key fundamental ingredient to the development of the TMP because the transportation has to serve the degree of growth and the location of development envisaged over the next 25 years. Some of the fundamental strategies encompassed within the TMP include an increased emphasis on environmentally-friendly modes such as walking, cycling and transit, as well as the proposed targets for these modes. Compared with the previous Official Plan, the resulting network includes the elimination of a number of major roads such as the Vanier Parkway extension and the outer transportation corridor. In addition, a key result of the transportation strategy is the identification of rail corridors for complimentary rail transit and in this regard, two corridors have been identified for possible rail transit implementation. What has resulted is a more affordable transportation plan than the previous Official Plan and the work that has been done meets the first two phases of the Environmental Assessment Process (EAP) i.e. need and justification; the identification of the preferred corridor if the solution is a widening of a road or the construction of a new road.

Councillor Cullen believed that what was being presented in the original reports go further than what staff are now recommending. B. Reid indicated the background reports were

for background purposes only and the recommended plan is based on those reports, although there may be some locations and some issues that have been elaborated upon to reflect other thinking and other studies that have been carried out. The Committee Chair added the present report would also have been modified following the public discussions that have taken place since the draft reports were originally written.

Councillor Cullen noted that the TMP speaks to promoting public transit policies to promote public transit usage, however, he believed the plan was silent on the operational side of this objective. H. Gault, OC Transpo indicated that OC Transpo's business plan, which was developed in tandem with this process, is in final draft form and will come before the OC Transpo Commission shortly. She went on to state that the business plan has a shorter time frame (next 5-10 years) and deals more specifically with operational issues and confirmed it will mirror the transit modal shares expected to be achieved.

Councillor Meilleur noted there was no mention of the Select Link Analysis report and questioned whether staff will recommend that it be attached to the Official Plan. B. Reid confirmed a copy of the Executive Summary of the Select Link Analysis will be appended to the final version of the TMP.

Brett Delmage, Alayne McGregor, Citizens for Safe Cycling hoped the Region continues to support education and enforcement components of the TMP to achieve the benefits and cost reductions of the future transportation system. One of their main concerns is the 3% cycling modal share target which is being recommended. This figure is based on the Origin-Destination Survey conducted during November and December 1995, although they feel the per centages are not accurate because November that year was one of the coldest and snowiest ever on record. Consequently, that month did not represent normal cycling conditions and the survey seriously understated the number of cyclists that would normally have been on the road during that period. As an added comment, they did not believe conducting a survey during those months was a particularly revealing time to do an origin/destination survey. They believed the proper figure to reflect true cycling per centages can be found within the 1992 survey which showed that 10% of trips made were by bicycle (seasonally adjusted to 5%) and therefore the modal share target should be 8%.

Their other major issue is the number of roads recommended to be widened or constructed to six lanes, which they consider to be a major barrier to cycling traffic because those roads lead to intersections which the average cyclist cannot get through. They were not convinced that all the requirements are valid for the construction of the six lane roads and feel the efficiencies identified within the TMP could reduce the need for some of these widenings and consequently the future cost to taxpayers. They added that many of the roads identified as transit priority widenings are also cycling priority routes and to widen those routes will make it more difficult to be used by all levels of cyclists. With respect to the level of funding, they felt it was a road building plan and did not think it was on balance; they would be concerned about how those figures might be derived and put into the TMP or the Official Plan for prioritized cycling construction in the future. They noted there has been considerable mention that cycling facilities will be constructed

as part of six-lane road widenings, however, those may or may not be coincident with the needs of the cycling traffic; therefore, there is a need for separate and adequate funding in addition to work that might be done as part of the extensive road widening budget. Specifically, they requested Pooley's Bridge be maintained as a cycling/pedestrian link, emphasizing it should be preserved both for its heritage value and for its usefulness of location.

On a point of clarification, the Committee Chair noted that many road building projects also include cycling facilities i.e. when the road is widened space is allocated for bicycle lanes. The delegation appreciated that, but emphasized there are many areas in the Region where roads are deficient and are barriers to cyclists and there is a need to improve those now.

Judith Lishman, Communities Before Bridges was in complete agreement with the key principles upon which these plans are based. However, the protection of approaches to a bridge at Kettle Island in the TMP contravenes those principles because it would disrupt several communities, destroy an urban open space, ruin pedestrian and cycling paths and adversely affect the natural environment. She was concerned about the traffic that would be generated and which would spill over into residential neighbourhoods. The citizens of Manor Park and Rockcliffe Park and neighbouring communities are vehemently opposed to a bridge at this location and their position has been supported by citizens groups across the Region and Quebec. She indicated their provincial and federal members of parliament also support their position and enthusiastically endorse the protection of a bridge corridor at Cumberland, which they agree is the solution to removing truck traffic from King Edward Avenue. She indicated that when she asked why this bridge was included in the TMP, staff advised it was at the request of the National Capital Commission and while she agreed there must be co-operation between the RMOC and the NCC, she opined that the Region cannot sacrifice its own communities to their request, especially when a viable alternative exists in Cumberland. Therefore, since there is no support for a bridge at this location, she requested that Committee recommend to Council the removal of all references to the Kettle Island Bridge from the TMP.

Tim Lane, David Jeanes, Harry Gow, Mark Walton, Bert Titcombe, Transport 2000 presented a number of overhead slides which showed various transitway stations in the Region and their geographic proximity to the CP corridor. The presentation revealed how simple it would be to link the two systems together to compliment one and other.

D. Jeanes explained that cars are still being treated higher in priority than other modes and Transport 2000 has seen some major lost opportunities for transit capability in projects conducted in the Region e.g. the loss of the central transit reservation on the western Queensway between Bayshore and Kanata due to the construction of Highway 416; opening the Airport Parkway to commuter traffic without any options for rapid transit will limit the type of access to the Airport which is growing area of development; some transit stations do not provide easy pedestrian access to major centres such as the JetForm Baseball Stadium and Lincoln Fields Shopping Centre and there is no transit provision at

all in the Corel Centre in Kanata. He went on to state that there are Regionally-owned rail corridors to south and north Kanata which are essentially abandoned and short term proposals from railway companies have been turned down. He emphasized the lack of development of region-to-region commuting despite the massive growth of employment in the peripheral areas around the Region.

As a teacher at the University of Ottawa, Harry Gow explained his experience traveling to and from the university to Carleton University. He noted the latter is situated on a peninsula and is extremely difficult to access, particularly for pedestrians, from three sides.

A couple of years ago, he met with the local city councillor and students at the university to look at these problems and it was agreed that what is required is the activation of the north/south rail link to bring commuter rail to the campus and provide access to Billings Bridge to the south and to the east/west transitway near the Ottawa River in LeBreton Flats. He emphasized that students are heavy users of public transit, although many have taken to the car in order to access the campus, even though the university's official plan includes a reduction in the number of parking spaces. He noted there is a lot of student travel between both universities, but there are very indirect links between the two. As a transit user himself, Mr. Gow recounted his experiences traveling from home to work and noted that because buses have an elevated vibration cycle, they sway at high speeds and this gives a roller coaster effect, which gives him headaches. For comparison purposes, he showed a video illustrating light rail transit systems around the world whose cars are very stable and do not have the same type of motion as a bus. Some of the advantages for the Region to manage a commuter rail line is it will provide a direct link from Hull to the university, which is the best way to serve this north/south corridor, adding the cost would be far less than the transitway. Of all the projects proposed in the TMP, Mr. Gow believed the CP line is the one that would benefit the most residents within the Greenbelt, which is a key objective of the development strategy.

Mark Walton presented a series of slides illustrating a rapid transit system tested in Calgary for several months in 1996. The car was made available by Siemens in November 1995 and by the following April, CP Rail, Transport Canada and the City of Calgary had an agreement to run it on a trial basis. The total cost for the four months was \$300,000 with an average daily ridership of over 500 people with a maximum of over 900 riders.

In a recent trip to Holland, Bert Titcombe related the experiences he had at a conference he attended on rail technology. He noted light rail transit has been around for a number of years and is very popular in that country. Some of the advantages of light rail include: more energy efficient; less pollution; less consumption and they require less space to transport passengers thereby eliminating the need to widen existing roadways and bridges.

In Ottawa-Carleton, most of the rail infrastructure is already in place and a light rail system could be operational within a short period of time.

Councillor Beamish questioned why the suggestion to extend the rail line which terminates at Billings Bridge south to the South Keys Station is not shown in the Official Plan and staff indicated there is no proposal to use the rail line because it would duplicate the

existing transitway corridor. The councillor believed it would be practical to link those two railway lines, noting they cross at Greenboro Station, especially if the Region is going to have a future rail network. Staff clarified the rapid transit system in Ottawa-Carleton is primarily focused on the downtown and they envisage the role of the rail lines as being complimentary, but secondary, to that system. In both cases, they end up being distributors from the rail transit system to other employment locations which the transitway system does not directly serve.

Councillor Legendre liked the idea of a “mini-pilot” for rapid transit as was done in Calgary, noting the minimal cost estimate to achieve results in a short period of time. He questioned what it might cost to have such a system running from LeBreton Flats to Carleton University and perhaps Confederation Heights. H. Gow indicated it would cost roughly \$1M, given the length of that line and the connections that would have to be made to the transit stations. Councillor Davis noted there are currently some unused self-propelled VIA rail cars that might be used for such a project and the Transport 2000 delegation suggested more up-to-day technology would be more efficient and cost effective and in this regard, the GO-cars in Montreal which are not in use could be a viable alternative. The TMP Consultant, John Schnoblegger, indicated that Siemens is very anxious to market their vehicle and thought that anyone who would commit to a one-year trial period may very well get a discounted rate for the car. Councillor Davis hoped there would be some information available before the TMP is finalized on this option and the delegation agreed to provide her with some details.

Questions arose on the use of rapid transit and whether it would hinder the existing transit system. The delegations indicated that in some cities where both systems operated, bus ridership increased because people would take the bus to get to the rail system and it was suggested there may be a 10% increase in transit ridership in the first year of implementing a light rail system in Ottawa-Carleton. With respect to the Calgary situation, J. Schnoblegger indicated the light rail system got so much stature that it actually took the focus away from the overall delivery of transportation by public transit i.e. when a new rapid transit system is introduced, the high technology tends to distract from the overall transportation and public transit.

Mike Pinet, Robinson Consultants spoke on behalf of the Township of Goulbourn and indicated their concern about traffic problems on Main Street. It is the only north/south linkage in the Stittsville community and has only recently been reconstructed as a village main street in order to promote other modes of travel e.g. walking and cycling. The growth in Stittsville is anticipated to double the existing population which will in turn result in additional congestion on Main Street. In 1994, the Township completed a traffic operations study to address specific transportation concerns and the study recommendations were based on a maximum dwelling allocation of 6000 units, which is to be increased to in excess of 8000. The study concluded that a major arterial road is required within the 20-year planning horizon and the proposed roadway corridor will be located along the eastern limits of the Stittsville urban area and would utilize the existing Huntmar Road alignment from Highway 417 to Maple Grove Road (from which point a

new road is proposed which intersects Hazeldean Road) and then continues along the east side of Stittsville connecting to Shea Road south of the village. The study also identified that the construction of a four-lane road in the same alignment as a portion of the eastern arterial road is required to address long term traffic problems in Stittsville, but would also provide short term benefits, including the provision of a direct link to the Corel Centre, improved direct access to Highway 417 and to commercial/industrial areas and reduced traffic congestion on Hazeldean Road. Consequently, the Township requests that the TMP be amended to include the eastern Stittsville arterial road as a possible future Regional road. The Township also requests that Fernbank Road between Regional Road 5 and Eagleson Road, continue to be considered as a future Regional road in the TMP.

Lois K. Smith objected to the location of the part of the proposed LeBreton Boulevard which would cross the inlet at the pumping station mainly because of the impact it would have on the natural environment, particularly the mature trees in the area. With respect to the twinning of the Airport Parkway and the ramps at Walkley Road, she was concerned about the placement of the piers next to the transitway because those areas could be better utilized for buses. With respect to trucks travelling across the Region, and relieving truck pressure on some of the bridges, Ms. Smith suggested those vehicles could use rail lines instead of traveling on Regional roads.

Darrell Richards, Transport Concepts compared the characteristics of using older model cars (VIA) vs light rail transit and concluded that light rail transit would be more cost efficient and overall more effective than the older models. When referring to the timing of introducing different rapid transit links, he indicated there is no such thing as a good or bad mode; the objective is to have an integrated system that maximizes the use of existing infrastructure. In addition, the Regional Development Strategy states that the Region should also consider things that support people and activity within the Greenbelt and the CP corridor is the one project which most benefits the objective of encouraging investment and activity within that area. He compared the cost of operating light rail lines vs an at-grade and grade-separated transitway and concluded operating rail transit would be cheaper than using diesel buses. If light rail transit is successful, it should be considered as an opportunity, not a problem and should it gain in popularity, shifting of resources from the less popular method to the more popular method of travel could address this. In closing, Mr. Richards maintained that delaying the implementation of a light rail transit pilot project will mean delayed opportunity to extend rail access to Kanata north and a lost or delayed opportunity to assist reinvestment in central Ottawa and counter-balance the economic migration that occurs from the core to the fringe areas.

Henry Carter felt the TMP appears to miss the federal government's commitment to reducing carbon dioxide emissions due to fuel burning. He noted there are many references to this in the Official Plan documentation; however, it does not seem to be acknowledged in the TMP. He noted that some of the presentations made today are dedicated to increasing the amount of transportation, which he did not think was conducive to planning. Mr. Carter opined the TMP should be developed in tandem with the Official Plan, the latter of which should provide for a minimum of transportation i.e.

home-to-work/home-to-school in order to minimize energy needs. He emphasized that serious consideration should be given to locating schools within walking distance of everyone and busing should be the exception, not an option for a mega-school. It was suggested Mr. Carter approach the school boards with respect to his last comment.

John Harkness made reference to the proposed options for the Hope Side Road extension (Item 2) and while he supported the direct route east, he stated there is no consideration in that report for commercial/industrial traffic to turn south on Highway 416. In short, he questioned whether a southbound on-ramp could be provided for that traffic from Kanata north and the Kanata south business park. He indicated that the portion of Terry Fox Drive south between Fernbank Road and Hope Side Road is in the Township of Goulbourn and he understood the Township has no interest in completing that missing link; it is on the outer fringe of Stittsville to the east and serves the Kanata business area. He referred to previous discussions with staff in the late 1980's at which time it was indicated the Region would pick up that portion as it is the missing link for the Knoxdale/West Hunt Club connection. He questioned whether the Region intends to fulfill its earlier commitment, should Kanata build Terry Fox Drive south to Fernbank Road in 1998 and unload Eagleson Road which is already at peak capacity.

On an unrelated issue, Mr. Harkness opined that in order to reduce carbon dioxide emissions, the Region should remove all unnecessary stop signs that do not meet Canadian standards. He stated that for every 100 cars stopped at a stop sign, one gallon of gas is used and he firmly believed 90% of the stop signs in Ottawa-Carleton could be changed to yield signs, adding motorists tend to travel faster than the posted limit once past a stop sign.

John Kane, Lester Johnson, Pat Steenberg, Glebe Community Association strongly objected to the proposed change in function of the Airport Parkway from its original purpose to a major north/south commuter traffic corridor. They indicated the TMP does not include an evaluation of any change of the parkway's function and in their opinion, such a change constitutes a Schedule C project under the Municipal Class Environmental Assessment for road projects legislation and must be subjected to a full environmental assessment before approval can be considered. Further, the inclusion of ramps at Hunt Club Road were never included as part of the Hunt Club intersection; consequently, the addition of such ramps cannot be considered merely as an intersection improvement. Ultimately, they fear the proposed use of the Parkway can only result in a demand for the expansion of Bronson Avenue from the Rideau Canal to Laurier Avenue and the community infrastructure is particularly vulnerable to significant changes in traffic patterns/volumes and the Association views the proposal as a significant threat to the integrity and health of their downtown urban environment. While they support the need to reduce traffic congestion in other residential areas, they believe that more reasonable and cost-effective solutions can be found and in this regard, supported the proposals brought forward by Transport 2000 with respect to light rail transit. The Association suggests that all proposed modifications to Bronson Avenue and the Airport Parkway stop immediately

and a complete EA be carried out and further, that the speed limit on Bronson Avenue north of the George Dunbar Bridge be reduced to 50 km/h.

With respect to the EA process, the Planning and Development Approvals Commissioner indicated this work is being done under the Environmental Assessment Act and taking it to Stage 1 (justification of need) and 2. He explained that the detail as it applies to the Airport Parkway was done during the Transportation Demands to and from the Southeast Sector Study, which was approved by Regional Council in 1994. With respect to the ramps at the Airport Parkway, B. Reid advised these structures were subjected to the EAP for that project and were judged to be Category A - Class A environmental assessment, and the appropriate amount of work was carried out for that project. With respect to the twinning of the parkway, he indicated the need has been identified in the TMP and was also identified as part of the Southeast Sector Study as part of the solution to congestion problems in that area. He added that when it gets closer to the time of actually doing something about twinning the Parkway, that corridor will be subjected to the next phases of the EA process e.g. impact, downstream implications; he reminded Committee that the twinning of the Parkway is not scheduled until 2002-2006.

Lester Johnson indicated that motorists on the Parkway come speeding over the George Dunbar Bridge onto Bronson Avenue and do not realize they are coming into a residential area. He questioned how the Region can propose twinning the Parkway and constructing ramps at Hunt Club and not believe there will be an impact to the community north of the canal. He concluded by stating living close to a busy street and living close to an expressway are two different things.

Chris Bradshaw, Ottawalk believed walking should be thought of as the glue that holds the Transportation system together as it is included in all trips and is the first choice of Canadians as a fitness activity. He expressed concern about the tight schedule for review and that the Pedestrian Facilities report was prepared without consultation with Ottawalk until it was finished. Mr. Bradshaw believed a pedestrian inter-municipal committee should be established to ensure the environment for walking is improved. In addition, the TMP must contain a requirement for a walking facilities plan and should identify missing sidewalks and links as well as the concept of level of service for walking and cycling facilities. He spoke about the qualities of main streets in neighborhoods and stated these are primary candidates for traffic calming measures. He was disappointed that car ownership reduction did not make it into the Plan and that a car free lifestyle should be heralded and the concept of car-sharing clubs should be introduced. He believed to achieve this, the Region should support neighbourhood depots and corner/convenience stores to provide the necessities of life within a short walking distance of every residence. As detailed in their brief, Ottawalk encourages the formation of an alternative modes co-ordinating committee with membership from transit, cycling, walking groups, as well as the taxi, car-rental and delivery industries.

Tonya Waller, Graduate Students' Association, Carleton University stated the benefits of light rail to Carleton University include: reduced isolation, an expanded geographical area for housing of students, attraction for potential new students and a similar level of



transportation to the University of Ottawa. She believed it important that this project not be delayed adding, it would open up new employment and placement opportunities for students. Ms. Waller indicated light rail transit would be environmentally beneficial as it would reduce traffic and the need for on-campus parking. She stated low-floor boarding provides accessibility for students with special transportation needs at an affordable cost.

Stan Britton, Administration, Carleton University stated the university is facing decreases in enrollment and the administration is actively trying to attract new students. He indicated they are hoping to establish transportation links to the parliamentary district, the high-tech sector in Kanata, as well as Hull and the University of Ottawa in order to improve placement options for their students. Mr. Britton believed light rail would become essential to link Carleton University to the transportation network and suggested the Region not delay this project any further.

Lana Burpee, Manor Park Community Association believed that Regional Council's past decision on the Kettle Island corridor reflected region-wide opposition, yet reference to a bridge at this location is still in the Plan. She noted a viable alternative has been identified in Cumberland and wondered why external interests would supersede those of residents and elected representatives. She requested all reference to Kettle Island be removed from the TMP and concluded by stating the Community Association has been active in trying to form an agreement with the Outaouais and have always been supportive of the Cumberland/Angers corridor and of commuter rail.

Murray MacLean, Clerk, Village of Rockcliffe Park echoed the concerns of the previous speaker and expressed concern about the impact a bridge at Kettle Island would have on the residential community of Rockcliffe Park. He believed the non-commercial nature of the area makes it highly inappropriate and requested the removal of this corridor from the TMP.

When questioned why this corridor is in fact still included in the Plan, despite previous Council direction, the Planning and Development Approvals Commissioner stated the protection policy is in the current Regional Official Plan and if it does not go into the new Official Plan there is no protection. He recalled the 1993 resolution of Council gave no direction to change the Official Plan, but simply said that "no further work be considered in the Kettle Island corridor".

David Cole, Ottawa Cycling Advisory Group was concerned about the impact the TMP may have on cycling. He believed the TMP is geared to the construction of new roads and the expansion of existing roads which will lead to continued urban sprawl, pollution and congestion, even though that is inconsistent with current urban planning philosophy which encourages local travel within communities. He recommended better use and maintenance of existing roads and the encouragement of alternative modes of transportation, including cycling, to reduce need for roads. He noted the level of capital spending for roads and questioned how much of that money is allocated for meeting the needs of cyclists;

although funding for roads come from all residents, they promote commuting which affects the quality of life of those in the inner core.

Philip Huntley, City of Gloucester explained the City opposes the requirements for sidewalks because of the impact this would have on their standards, Class EA requirements and development charges. They also have concerns about the by-laws regulating bicycle parking because the wording makes reference to security and this introduces a potential for liability. The city opposes the by-law which requires maximum parking around transitway stations because they believe it would be more effective to use co-operative methods with area developers. In response to questions from the Committee members, Mr. Huntley indicated the city would prefer to see a policy that made reference to the promotion of reduced parking rather than a by-law requiring the same; he opined a by-law would not provide as much flexibility on the means of achieving the same goal. Councillor Holmes stated the advice from experts is to make the wording of by-laws as specific as possible in order to make them effective and enforceable. The Committee Chair suggested Mr. Huntley propose for staff's consideration, the wording the City would prefer in the by-law.

Linda Hoad, Federation of Citizens' Associations questioned the relationship between the TMP and the OP and the purpose of the environmental assessment reports. She noted a significant change of focus and indicated the FCA is generally very pleased with the TMP and the direction it takes. She expressed a desire to see a requirement for sidewalks not only on new roads but also on rebuilt roads. She felt the targets for cycling and walking were too low and believed the Region should set area-based targets and monitor the results. She strongly endorsed the Champlain Bridge as a candidate for transit priority measures, noting this is essential for better inter-provincial transportation. She also urged the Committee to establish maximum weight and length controls for truck traffic, particularly through the central area and was surprised to see the Kettle Island corridor included in the TMP and believed the Masson/Angers corridor should be considered. She indicated the FCA is opposed to the widening of Bronson Avenue and the twinning of the Airport Parkway and suggested traffic calming on Bronson Avenue to help slow down the traffic. The FCA urges committee to postpone any spending on roads in the Greenbelt and put that towards other measures like walking, cycling and pilot projects like light rail transit. She maintained that the only way to address this issue is to implement a ten-year moratorium on road widenings and construction, which would provide an opportunity to test and monitor some of the ideas put forward in the TMP.

Councillor Meilleur agreed with Ms. Hoad's concerns about truck traffic in the downtown area and believed something had to be done to regulate this. Councillor Holmes wondered if staff could provide a list of cities in Canada that are preparing by-laws to address this issue and staff advised the Department is pursuing this issue and have written to the Ministry requesting more information.

Jean Bisson stated Tenth Line Road has become a main link between Innes Road, Navan Road and Highway 417 and although it is a narrow rural road, it is very heavily traveled

by cars and large trucks. He believed the Region will likely widen it in the near future and hoped this would not be done at the expense of local farmers, who have owned their land since the 1950's in some cases. He indicated it has already become very difficult to farm along the road because of refuse, pollution, road salt, et cetera and stressed the importance of informing land owners in advance of the Region's intentions and offering a fair purchase price for the lands if required. He suggested the Region might link the east end of the Region to the transit system in order to relieve some of the volume.

David Dougherty, Dows Lake Residents Association reiterated many of the concerns previously raised about Bronson Avenue and the Airport Parkway and the impact on communities north of the Rideau Canal. He believed the quality of life of residents in the Dows Lake, Bronson and Glebe area is in jeopardy and emphasized the impact could be lessened by converting Bronson to one lane of traffic in each direction and a separate bicycle and bus lane. He went on to state that if the Region continues to build roads, appropriate mitigation measures should be taken to minimize the impact e.g. sound attenuation barriers, appropriate setbacks from travelling lanes for sidewalks and for houses; barriers to separate cyclists and pedestrians from speeding traffic and traffic calming measures. He challenged the Region to live up to the current expectation of its residents and fulfill its duty to protect all residents of the central core by following a vision for a high quality of life.

In response to questions from committee members, Mr. Dougherty indicated the issue of cut-through traffic in his neighbourhood and in the Glebe was dealt with in the late '70s when major changes were made to the pattern of traffic flow in the area. However, cut-through traffic could become a problem again in the Glebe if a lot of cars are brought up to the George Dunbar Bridge via the Airport Parkway, and then given nowhere to go. He expressed support for the TMP, but believed there are conflicts between the over-all intent and some of the specific measures suggested.

Mauril Bélanger, MP, Ottawa-Vanier spoke in opposition to the proposal for a bridge at Kettle Island. Representing the views of the people in lowertown, he stressed the importance of displacing heavy truck traffic from this area for safety considerations, the general wellness of residents, tourism and aesthetics. He recognized the need for a solution, but directing the problem to another community is not the solution. He believed the Kettle Island corridor option would be much more expensive and environmentally damaging than an alternative crossing in Cumberland (Masson-Angers) which would be an economic generator to the eastern region. He hoped Council would find a way to impress upon its neighbours in Gatineau the need to establish a feasibility study for this corridor.

The Committee will meet on 30 May 1997 to deliberate the recommendations of the Transportation Master Plan.

2. HOPE SIDE ROAD EXTENSION - CORRIDOR OPTIONS

- Commissioner, Planning & Development Approvals report dated 30 Apr 97

On behalf of the residents of Lytle Avenue, Marci Groper indicated the construction of Highway 416 has caused great disruption to the community by way of noise, property damage, increased traffic and crime. She spoke to the deterioration of the quality of life and the loss of property value and asked Committee to consider the impacts this highway has already had on the community before building another road. Mrs. Groper was concerned that none of the alternatives being considered included using the existing infrastructure linking south Kanata with Nepean and she expressed a desire to see the Region establish a process to work with the NCC to find alternatives to address the environmental issues identified that would not have impacts on the surrounding communities. She believed any alternatives having significant impacts on Lytle Avenue and any surrounding communities should be removed as alternatives.

Brendan Reid, Manager, Multi-Modal Planning Branch indicated staff agree with her concerns and as outlined in the report, recommended the removal of Lytle Avenue as an option for the Hope Side Road extension.

**That the Transportation Committee and Council receive this report for information.**

RECEIVED

ADJOURNMENT

The meeting adjourned at 3:45 p.m.

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CO-ORDINATOR

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CHAIR