

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

17 NOVEMBER 1999

1:30 P.M.

PRESENT

Chair: D. Holmes

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

REGRETS W. Byrne, L. Davis

CONFIRMATION OF MINUTES

**That the Transportation Committee confirm the Minutes of the meeting of 3 November 1999.**

CARRIED

REGULAR ITEMS

1. FALLOWFIELD TRANSIT TERMINAL AND PARK AND RIDE LOT -  
FUNCTIONAL DESIGN  
- Planning and Development Approvals Commissioner report dated 8 Nov 99

In a brief introduction to the report, the Project Engineer, Steve Lyon indicated that this station and the park and ride lot is designed to serve residents in south Nepean and the surrounding area. Over the course of the Region's Official Plan (ROP), the population of south Nepean is expected to double to approximately 77,000. The ROP outlines an objective of achieving a 25% transit modal share across the Fallowfield screen line, which is an increase of 10-15% above current levels. Staff recommend that the park and ride lot be established prior to constructing the transit station, which is reflected as a priority in Table 6 of the ROP.

- 
- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
  2. Reports requiring Council consideration will be presented to Council on 24 November 1999 in Transportation Committee Report 49.

The consultant, Manny Goetz from McCormick Rankin provided a detailed overview of this project and summarized the key aspects of the design, as detailed in the report.

Given that this facility will be completed sometime between 2000 and 2007, Councillor Cantin suggested the trees proposed for this site be planted now so they will be more mature by the time the project is complete. Staff advised that the overall cost of the landscaping, including maintenance, is estimated at nearly \$700,000 and these funds are not available now to do what is being suggested by the councillor. In light of this, Councillor Cantin suggested using the land as a nursery for plants which can be moved to other locations when they have matured. He referred to successful plantings of smaller trees along West Hunt Club Road for example, and suggested there may be an opportunity to do something similar and affordable at the park and ride lot. The Planning and Development Approvals Commissioner, Nick Tunnacliffe agreed this is something Planning staff could explore with Environment and Transportation staff. The councillor was quite adamant that planting now would provide two or three years of growth before the last phase of the project begins.

In response to Councillor Cantin's remarks, Martha Lush from Korush Sunderland indicated that reforestation planting costs approximately \$25/sq. metre and the caliper or more mature tree plantings would be approximately \$200/sq. metre, not including maintenance costs. She suggested they could investigate other methods to reduce the overall cost of the landscaping, while still maintaining the original intent and agreed that smaller plants are an option. Unfortunately, smaller trees demand more maintenance because they are not able to withstand the variety of elements to which they would be exposed.

Councillor Legendre noted that the report makes reference to LEQ 16 even though the Region, in accordance with its Official Plan, is using LEQ 30 minutes. B. Reid, Manager, Infrastructure and Project Planning confirmed the ROP mentions an LEQ standard if it were tied to the peak half-hour/hour of traffic. However, the report states what the noise level would be when considering the average hourly traffic over a 16-hour period. They are just different ways of establishing a standard and they both mean the same thing. The councillor reminded staff, however, that the ROP was amended to 30 minutes because people will have no way to average the noise over a 16-hour period. He found this to be unreasonable and suggested future report reflect noise based on a 30-minute period.

With respect to the budget for the project, Councillor Legendre noted that adjustments made and requested clarification in this regard. The Commissioner advised that adjustments referred to the timeline of this budget and confirmed that no other capital projects were affected.

*Gilles Saucier, President, Southpointe Community Association (SCA)* spoke in favour of the staff report. An average of 60% of residents polled are in favour of this project. He explained how quickly the community is growing, noting that at the present time residents

have to drive to the local shops and facilities via Woodroffe and Fallowfield because there is no direct access from the community. The SCA believes this project will improve growth and increase services in the area. He recommended the Region provide the necessary funds in 2000 to make the much-needed improvements at Woodroffe and Fallowfield to improve safety.

When questioned why 40% of those polled did not support this project, Mr. Saucier explained that at a community meeting, the majority of those in attendance were residents from the Woodgate Residents Group, who are opposed to this development and it was their membership that conducted the telephone poll. Therefore, the SCA believe the results were slanted in their favour because they did not represent the full community. Mr. Saucier further explained that their objections were based on the aesthetics of the park and ride lot and the visual intrusion on neighbouring homes.

The following Motions were presented to committee:

1. *That staff be directed to include a number of secure bicycle lockers at least equal in space requirement to 10% of the space allotted to vehicles.*
2. *That the transit facility to be constructed at the corner of Fallowfield and Woodroffe be officially named the "Fallowfield Transit Station".*

While he understood the intent of Motion #1, Councillor Cantin was hesitant to approve it until an assessment has been conducted. To clarify the intent of his Motion, Councillor Legendre explained that any of the Region's park and ride lot facilities would probably be suitable for secure locking spaces, but he saw this particular project as an opportunity to do a pilot project as part of its development. The results could then be applied to other locations.

Councillor Cantin indicated that his concern stems from the fact that the climate here is quite different compared to some of the other cities which have installed these units and he preferred staff not proceed without first doing an assessment of which of the available facilities will be installed. He asked if staff anticipate performing an assessment on whatever units are agreed upon and what is the timing of construction. D. Brousseau advised that the Mobility Management Branch is not yet fully staffed, nor do they have a fully-endorsed workplan, although he confirmed they did want to undertake a pilot in the new year. He did not know if there is a downside to installing these at this location but agreed there may be other options to examine for bicycle coverage, et cetera.

Councillor Cantin recalled incidents of vehicle break-ins at the Place d'Orléans park and ride lot and questioned whether staff had considered installing security cameras to prevent future thefts. Helen Gault, Manager, OC Transpo advised there are cameras at this facility and more are planned to be installed at other locations as well. Based on this, the councillor proposed that Motion #1 be deferred until such time as staff can assess whether

installing a camera and monitoring the bicycle facility would be a better investment than installing lockers.

The Committee Chair did not support the Motion to defer, and explained these facilities provide not only security but shelter for bicycles during bad weather. Other cities that supply bicycle lockers rent them by the month, season or year and she suggested staff should find out how much of an income return there is and whether they will pay for themselves in the long run. With respect to Councillor Legendre's Motion, she proposed an amendment that the *number* of bicycle lockers be equal to 10% of the space allocated for vehicles. Councillor Legendre accepted this amendment.

Councillor Doucet agreed that secure bicycle parking should be provided, but inquired why such provision would mean specifically "lockers". He thought it could be a covered area which could be locked up and which may be less expensive but able to accommodate more bicycles. He suggested the Motion might state there be a certain percentage secured for cyclists.

When questioned whether this facility would be an ideal location to pilot rather than an existing station, H. Gault confirmed that Baseline Station usually has a large number of bicycles parked there, but she felt the Fallowfield park and ride would be a good spot to pilot this initiative because of the bicycle network in the area.

Moved by R. Cantin

**That the following Motion be deferred until an assessment of security cameras has been conducted.**

*That staff be directed to include a number of secure bicycle lockers at least equal in number space requirement to 10% of the space allotted to vehicles.*

LOST

YEAS: M. Bellemare, R. Cantin...2

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

It was clarified that the intent is to have bicycle lockers *in addition* to the regular bicycle parking to be provided.

In her closing remarks, Councillor McGoldrick-Larsen reiterated the need for this facility in south Nepean, stating Route 95 will be extended to this site, thereby providing people with quick and easy access to the system, without having to use their cars. And, less people driving from south Nepean will result in less cars downtown. She emphasized how

this facility will improve transportation for the young and will provide them with a means to access other areas of employment and entertainment to the north. The councillor acknowledged the support by the community and, as detailed in Annex B, she believed staff have addressed all concerns raised.

Moved by J. Legendre

**That staff be directed to include a number of secure bicycle lockers at least equal in number space requirement to 10% of the space allotted to vehicles.**

CARRIED  
(R. Cantin dissented)

Moved by M. McGoldrick-Larsen

**That the transit facility to be constructed at the corner of Fallowfield and Woodroffe be officially named the “Fallowfield Transit Station”.**

CARRIED

Moved by R. Cantin

**That staff investigate the cost-effectiveness of security cameras at park and ride lots before embarking on “blanket” use of “Cycle Safes” or similar bicycle lockers.**

CARRIED

**That the Transportation Committee recommend Council:**

- 1. Approve the functional design of the Fallowfield Transit Terminal and Park and Ride lot;**
- 2. Authorize the Environment and Transportation Department to undertake the detailed design of Phase 1 of the Fallowfield Transit Terminal and Park and Ride lot.**

CARRIED as amended

**FOR INFORMATION**

- 2. SOUTH NEPEAN TRANSPORTATION AND LAND USE SURVEY  
- Councillor McGoldrick-Larsen report dated 3 Nov 99**

Councillor McGoldrick-Larsen introduced Brian Chegus, a Masters Student in Urban and Regional Planning at the University of Guelph, who she hired last summer to conduct an opinion survey on South Nepean Transportation and Land Use. Mr. Chegus provided an

overview of the major findings of the survey, as detailed in the report entitled “South Nepean Transportation and Land Use Opinion Survey” dated November 1999.

Following the presentation, Councillor McGoldrick-Larsen stated that the way a community is designed affects how the people live in that community and the survey gave her an opportunity to see how people live in the built form after these new subdivisions are developed. The survey clearly identifies the gaps in the timetable with regard to the Transportation Master Plan and the priorities included in that Plan. She noted that staff are currently reviewing this aspect and would wait until that review comes forward to see how the Region plans to deal with some of the specific issues that have been addressed through the survey. She commended Brian Cheguis for the thorough job done and hoped the Region can proceed with planning, transportation and land use in new subdivisions and learn from the experience garnered from existing communities to better serve the residents from a transportation and land use perspective.

Councillor Cantin recalled that when subdivisions are approved in Gloucester, one of the things the municipality asks for is when communities back onto the Regional road that there be a walkway from the community to the roadway and to the bus stop. He inquired whether Regional staff have an opportunity to request such connections when subdivision agreements are submitted for review. The Planning and Development Approvals Commissioner advised that guidelines in the Official Plan require staff to locate, when dealing with subdivisions, all buildings within 400 metres of a bus stop. He added that OC Transpo also reviews the plans of subdivisions and works out where the bus stops will be so the standard can be met. The councillor indicated that in subdivisions the Regional roads become the “main” street as opposed to local roads and he thought that in areas of south Nepean there are no walkways provided to connect to the main road/bus service.

In response to the councillor’s latter comment, Councillor McGoldrick-Larsen clarified that there are in fact walkways that probably meet the standards set out in the subdivision agreements, but what residents are saying through the survey is there is an opportunity to improve the existing standard. If there was more access to the Regional roads from new subdivisions, it might reduce the need to provide as many buses in the interior of the community, therefore reducing cost to public transit and increasing ridership and efficiency of the transit system.

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

RECEIVED

INFORMATION PREVIOUSLY DISTRIBUTED

1. 1999 TRANSIT PRIORITY STATUS REPORT  
- Director Mobility Services and Corporate Fleet Services memo dated 2 Nov 99

Moved by J. Legendre

**That in accordance with Section 80(3) of the Procedure By-law, the Transportation Committee consider this item.**

CARRIED

Staff distributed copies of a hand-out entitled “Transit Priority: Getting the Most Out of Your Investment” prepared by OC Transpo and the Environment and Transportation Department. Kornel Mucsi, Transit Priority Projects Manager provided an overview of the document.

Following the presentation, Councillor Cantin stated that the bus-only lanes on Rideau at King Edward were not working properly, due to the large vehicles which are turning from other streets and blocking the traffic on Rideau Street. He believed it would be a benefit in this particular situation if priority could be given to buses. D. Brousseau advised that the Transit Priority Program examines options where the Region can get the most value for the money invested and noted there are other locations that would provide greater benefit to transit.

*Nicholas Patterson* spoke briefly to the committee and expressed his view that he was more concerned about the substance of the issues of the bus situation, rather than implementing a new public relations program to educate and perhaps mislead the public about the prospects of having a successful public transit system in Ottawa-Carleton. He noted there is a 35% increase in the transit modal share being projected, but did not believe the Region could achieve such an increase, based on the current downward trend of ridership. Further, the half billion dollars that has gone into transit did not interrupt that decline and if those kinds of funds couldn't make a difference, he did not know what would. He did not agree that transit should be given preference over vehicles because they make up such a small portion of the modal split.

In response to Mr. Patterson's concerns about declining transit ridership, H. Gault confirmed there has been an increase in bus use by 5.3% over last year.

Councillor Legendre asked whether staff are currently pursuing approval from the province for both bus and bicycle priority signal lenses, as recommended by the Regional Cycling Advisory Group in their comments dated 13 November 1999. D. Brousseau indicated the Department has examined the issue with respect to bicycle priority signals and will continue to do so; however, they are trying to find ways to provide priority to cyclists without introducing yet another display for everyone to have to get used to.

2. MOBILITY MANAGEMENT BRANCH - WORKPLAN  
- Director, Mobility Services and Corporate Fleet Services report dated 29 Oct 99

Moved by J. Legendre

**That this item be included on the next agenda as a regular report item.**

CARRIED

### INQUIRIES

#### Use of Sodium Chloride/Road Sensors

Councillor Legendre made reference to a letter from a constituent regarding the use of sodium chloride on roadways and questioned whether the Region has done a study on the benefits, disadvantages and costs of using that material, as opposed to alternative chemicals or techniques. He would provide staff with a copy of the letter.

D. Brousseau advised that the Region has not undertaken such a study, but was aware that both the Association of Municipalities of Ontario (AMO) and the Ontario Good Roads Association (OGRA) are very interested in the issue. He opined that the benefit of applying salt to roads is a reduction of collisions. He agreed to pass this inquiry along to the Director of Infrastructure Maintenance for a response, with the suggestion that he could perhaps provide the information that the OGRA and the AMO have worked on.

The councillor indicated that the constituent highlights other concerns of using sodium chloride on bridges because it seeps into the concrete and erodes the metal structure inside. He hoped for a fuller answer in due course.

Councillor Cantin asked if the Director could include in his review, an evaluation of the road sensors (“pucks”) which were installed several years ago to detect weather conditions. He was interested to know what the difference has been since those devices were first installed.



### Traffic Safety Conference

Councillor Legendre referred to the recent traffic safety conference he attended in Ottawa and noted the absence of many community groups who would have been interested in attending. He inquired why the conference was not open to a wider audience, suggesting it could have benefitted more public than it did. D. Brousseau indicated the Region was hosting the conference on behalf of the Ontario Traffic Conference and commented there were representatives from citizen's groups in attendance. The councillor asked that staff pass along this inquiry to conference organizers with a view to hosting it differently in the future.

### Traffic Control Signals - Pedestrian Heads

Councillor McGoldrick-Larsen indicated there was a recent traffic control signal installed at Highway 31 and Snake Island Road, complete with pedestrian heads and she questioned why the Region would be installing the latter when there are not likely to be any pedestrians in the vicinity of the signals. She asked that staff bring forward a report providing the rationale for such installations, including the cost of such installation and the annual operating costs.

### OC Transpo Hours of Operations - New Year's Eve

Councillor Meilleur expressed her thanks to staff at OC Transpo for agreeing to extend their service in the market area to 4:00 or 5:00 a.m. on the morning of 1 January 2000. She noted there will be a lot of activity in the market on 31 December 1999 and she was pleased because this extension of service will be a benefit to everyone.

### Infrastructure Funding

Councillor Doucet requested staff to prepare some background material in regards to a presentation he will be making to a Standing Committee on Finance regarding the importance of the Federal Government funding infrastructure. He asked that the material include the priorities outlined in the Official Plan, how the Region is meeting these priorities and the effects of the provincial download.

### Jeanne d'Arc Boulevard - Light Standards

Councillor Cantin indicated that a motor vehicle accident on Jeanne d'Arc at Boyer left a light standard broken, the debris of which was still on the side of the road. He was concerned this could be dangerous to pedestrians and asked that staff make arrangements to remove the broken light, as well as cap the post because there may be wires exposed.

### OTHER BUSINESS

Meetings in January 2000

The Committee Chair was seeking committee response with respect to having a meeting the first week in January. She advised that staff were intending to bring forward a report on noise guidelines and the retrofit policy and staff wanted committee to deal with the item before the budget is considered (tentatively 2 February). Further, the consultant who would be presenting the noise report would only be available early in January and then not again until late February/early March. Given these details, the committee agreed to cancel the first meeting of the new year (5 January), but a briefing session on the noise report would be provided sometime that week to provide councillors an opportunity to ask questions of the consultant. The report would be submitted for consideration of the committee on 19 January 2000.

ADJOURNMENT

The meeting adjourned at 4:20 p.m.

---

CO-ORDINATOR

---

CHAIR