# REGIONAL MUNICIPALITY OF OTTAWA CARLETON MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT RAPPORT

Our File/N/Réf.

25 09-96-0065

Your File/V/Réf.

DATE 03 September 1996

TO/DEST. Co-ordinator

**Transportation Committee** 

FROM/EXP. Director, Transportation Planning Division

**Environment and Transportation Department** 

SUBJECT/OBJET REGIONAL ROAD SYSTEM REVIEW

#### DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee recommend Council approve:

1. Each of the following additions to the Regional Road System, subject to its being debt-free, if applicable;

In the City of Gloucester;

- a) Lester Road from Alert Road to Albion Road;
- b) Uplands Drive from Alert Road to Breadner Boulevard;
- c) Place d'Orléans Drive;

In the City of Kanata and in the Township of West Carleton;

- d) Huntmar Road between the two intersections with Palladium Drive;
- e) Thomas A. Dolan Parkway from Stonecrest Road to Dunrobin Road;

In the City of Nepean;

- f) Cedarview Road from Barnsdale Road to Trail Road;
- g) Trail Road;

In the City of Ottawa;

- h) New Lees Avenue:
- i) Besserer Street from Nicholas Street to Cumberland Street;
- j) Cumberland Street from Besserer Street to Rideau Street;
- k) Mackenzie Avenue from Rideau Street to Murray Street;

#### In the Township of West Carleton;

- 1) Thomas A. Dolan Parkway from Carp Road to Stonecrest Road;
- 2. Each of the following deletions from the Regional Road System;

#### In the Township of Cumberland and in the City of Gloucester;

a) Champlain Street through Place d'Orléans;

#### In the City of Gloucester;

- b) Innes Road through Blackburn Hamlet;
- c) Bearbrook Road;
- d) Navan Road north of Blackburn Hamlet By-pass;

#### In the City of Kanata;

- e) Riddell Drive:
- f) Torwood Drive from Riddell Drive to Kennedy Road;

#### In the City of Nepean;

- g) Corkstown Road from March Road to Moodie Drive;
- h) Meadowlands Drive from Woodroffe Avenue to just west of Fisher Avenue;
- i) Knoxdale Road from just west of Riverbrook Road to Woodroffe Avenue;

#### In the Township of Osgoode;

j) Yorks Corners Road from Marvelville Road to Victoria Street;

#### In the City of Ottawa;

- k) Mann Avenue from Lees Avenue to Chapel Street;
- l) Old Lees Avenue/Chapel Crescent from new Lees Avenue to Mann Avenue;
- m) Churchill Avenue from Carling Avenue to Richmond Road;
- n) Booth Street from Carling Avenue to Scott Street;
- o) Gladstone Avenue from Parkdale Avenue to Elgin Street;
- p) Queen Street;
- q) Bronson Avenue from Albert Street to Queen Street;
- r) Stewart Street from Waller Street to King Edward Avenue;
- s) Tremblay Road from Vanier Parkway to St. Laurent Boulevard;
- t) Belfast Road from Tremblay Road to Coventry Road;
- u) Meadowlands Drive from just west of Fisher Avenue to Prince of Wales Drive;

#### In the Township of West Carleton;

- v) Vances Side Road from Dunrobin Road to Torwood Drive;
- w) Torwood Drive from Kennedy Road to Vances Side Road;

- 3. The restatement of the 1996 Regional mill rate to adjust for the net annual maintenance cost impacts on the local municipalities -- identified in Annex "D" -- resulting from the road transfers;
- 4. The amendment of the Regional Official Plan as appropriate.

#### **BACKGROUND**

The *Regional Road System Review* was undertaken by UMA/Maxgroup. This *Review* was initiated in 1992 and culminated in a report to the Transportation Committee on 05 July 1995, recommending numerous changes to the Regional Road System. At that time the report was deferred to resolve differences with some local municipalities regarding the recommendations of the *Review*, primarily of a financial nature.

Discussions took place and, although there was not full resolution of differences, the report was placed before the Transportation Committee on 18 October 1995 with an additional recommendation -- the restatement of the Regional mill rate to adjust for the net annual maintenance cost impacts on the local municipalities resulting from the road transfers -- and minor changes to the recommended road additions and deletions.

The report was again deferred until 15 November 1995 and subsequently deferred by staff to May 1996. During that time, a number of the recommendations of the *Review*, which did not involve jurisdictional transfers, have been approved by Regional Council: a by-law adding Palladium Drive and a report recommending changes associated with the Hawthorne Road extension and the addition of Blackburn Hamlet By-pass and Hunt Club Road from Cedarview Road to Merivale Road.

Also during that time, the Province changed its support for the municipal roads program. This change may affect the role that the MTO plays in the approval of municipal road systems. In turn, the Provincial authority of the MTO road classification principles and criteria (Annex "A") used in the review may come into question. As a result, staff of some local municipalities wanted to discuss modification of these. To accommodate these discussions, the report was deferred to September 1996.

#### DISCUSSION

Regional staff have met with interested local municipal staff on this matter to consider modification of the MTO road classification principles and criteria, if and when their Provincial authority is removed. The correspondence in Annex "B" between staff of the City of Nepean and the Region highlights the types of modifications to the principles and criteria that were suggested. However, Regional staff are of the opinion that any of these possible modifications would not alter the recommendations of the *Regional Road System Review*. Therefore, the report is being brought forward with the recommendations above.

Recommendations 1 and 2 deal with the recommended changes to the Regional Road System from the consultants' review based on the MTO road classification principles and criteria. All additions and deletions, with stated Regional and local municipal positions, are presented in Annex "C" of this report. Decisions on the recommended changes should now be made for integration with the *Transportation Master Plan*. Council-approved additions to the Regional Road System will not be by-lawed unless they are debt-free.

Recommendation 3 deals with the financial impact of the road transfers on the local municipalities. The recommended restatement of the Regional mill rate to adjust for the net annual maintenance cost impacts on the local municipalities -- identified in Annex "D" -- is a departure from past practice. In the past, with few exceptions, roads have been transferred between the Region and the local municipalities with no conditions. Regional staff are not recommending any further adjustments, for example, to cover costs of roadway rehabilitation.

For comparative purposes, the MTO has recently advised us of its intention to transfer 215 lane-kilometres of highways to the Region. The MTO has only offered a minimal one time grant of \$1.4M to address the cost of maintenance for a one year period. This one time grant is in contrast to the recommendation to restate the Regional mill rate, which is equivalent to an on-going annual transfer of \$360,500 in favour of the affected local municipalities for the 90 net lane-kilometres of road transfers recommended in this report.

Annex "B" indicates the annual maintenance costs for the local municipalities and the Region for roads which are being transferred between jurisdictions. The net annual maintenance cost impacts on the local municipalities are shown. As well, other additions and deletions which do not involve a jurisdictional transfer are shown. Approximately \$550,000 is required annually by the Region to maintain these additions, not involving jurisdictional transfer (e.g., Blackburn Hamlet By-pass, Hunt Club Road). It should be noted that many of the transfers are necessitated by the addition of these facilities to the Regional Road System.

Recommendation 4 deals with the amendment of the Regional Official Plan, which will be necessitated by the changes to the Regional Road System.

Local municipal submissions are included in Annex "E".

#### FINANCIAL IMPLICATIONS

The roads being transferred to the local municipalities will cost approximately \$968,000 annually to maintain. The roads being transferred to the Region will cost approximately \$247,000 annually to maintain. The net annual maintenance cost impacts (assumed as 50% of gross costs) on the local municipalities totals approximately \$360,500. The net annual maintenance cost reduction to the Region is offset by other additions to the Regional Road System, not involving jurisdictional transfer, which require annual maintenance expenditures of approximately \$550,000. Beyond these additions are road widening projects (e.g., March Road), the inclusion of the Airport Parkway and proposed Provincial highway transfers from the MTO. Details of the financial implications of these road system additions will be provided in future separate reports.

#### FINANCE DEPARTMENT COMMENT

In situations where service and funding responsibility is transferred from one level of local government to another, the level of government which is no longer responsible for the service and funding should "vacate" its tax base to allow the recipient to accommodate the new service. This process of "vacating" the tax base is accomplished through the restatement of mill rates which allows for the proper year to year mill rate comparison for both levels of government.

For example, in 1995, the Region assumed the service and funding responsibility from the area municipalities for police, garbage collection and the homemakers program. The area municipalities "vacated" their tax base by restating their 1994 mill rates to exclude the costs of these services. Similarly, the Region restated its 1994 mill rate as if these services had been part of the Region's mandate in 1994.

Based on the Environment and Transportation Department report, the annual maintenance costs associated with the proposed transfer of Regional roads to the municipalities is \$968,000. Similarly, the annual maintenance costs pertaining to the local roads proposed to be transferred to the Regional Road System is \$247,000. The net impact of these transfers would result in a reduced regional gross expenditure for road maintenance of \$721,000.

In keeping with the previously discussed principle, the Region should "vacate" the tax base associated with this service. Prior to 1996, eligible expenditures on roads were subsidized by the province at a rate of 50%. With the elimination of the Road Support Program in 1996, there is no longer any direct subsidy for the operating and capital requirements of the Regional road system. Although no specific funds from the new Ontario Municipal Support Program were allocated for transportation related requirements by Council in the 1996 budget, it is proposed that road maintenance costs continue to be funded at the rate of 50%. Therefore, the net impact of the proposed road transfers would equate to a reduced Region Wide requirement of \$360,500.

The 1996 residential mill rate for Region Wide Fund purposes, which include road maintenance, was established by Council at 58.57 mills. Should the Transportation Committee and Council adopt the proposed adjustments to the Regional Road System, the restated 1996 mill rate to incorporate the reduced regional budget requirement of \$360,500 would be 58.46, or a reduction of 0.11 mills.

Approved by Tom Fedec on behalf of the Finance Commissioner

Approved by Louis Shallal, P. Eng., Ph. D.

CC/hc

#### **CLASSIFICATION OF ROADS**

#### A. General Principles

Municipal roads shall be classified as being either upper tier roads or lower tier roads, according to the following classification principles.

- 1. Upper tier roads, which are primary transportation corridors, should provide continuous roadway service as part of an overall upper tier network. "Stub" roads do not normally fall into this category and therefore, such designations should be avoided wherever possible.
- 2. Upper tier roads should be capable of being upgraded to a reasonable standard consistent with the service to be provided. In areas of high population density, upper tier roads should provide a transportation corridor service and existing rights of way which cannot be upgraded without severe property damage should not be considered for designation as upper tier roads.
- 3. Additions and deletions to the upper tier road system should be compatible with the policies of the municipality's official plan.
- 4. Upper tier roads can be identified by the application of established criteria described in Part C.
- 5. It is important to note that all roads meeting the upper tier criteria need not be assumed as upper tier roads but are eligible for <u>consideration</u> as upper tier roads.
- 6. A more detailed functional classification of municipal roads will be indicated on the municipality's inventory road appraisal sheets.

#### B. Procedure for Applying Criteria

The best procedure is to start with a map covering the county or region and surrounding counties, on which no jurisdiction is indicated. The King's Highway system and the hamlets meeting Criterion (1) can then be indicated, and the criteria applied in sequence. In urban areas, i.e. cities and towns, larger scale street maps may be required in order to show the detail. The result will be the desirable upper tier road system.

In the case of counties and regions, the desirable system should be reviewed and accepted by the coordinating committee, and ratified by council. It is highly desirable that, prior to revising the upper tier road system, both the upper and lower municipality agree on the proposals. In any case, the Ministry of Transportation must approve any upper tier road assumptions/deletions and must be consulted in the preliminary stages of any proposed road additions/deletions.

Roads of a predominately rural nature are further classified by the traffic volume range as given in the design standards, while urban roads can be classified according to functional use; that is local, collector, or arterial.

#### C. <u>Upper Tier Road Criteria</u>

Upper tier roads should, by the shortest practicable route along existing roads or streets, do one or more of the following:

#### Criterion 1 - Urban Centre Connector

Connect urban centres of more than 150 persons in 20 hectares or less, and/or industrial/commercial development with 150 employees in 20 hectares or less to each other and to the King's Highway unless such a service is now provided by the King's Highway.

#### Guideline to Application

This criterion is intended to identify roads which provide service to and from those urban centres having commercial and possibly industrial development.

Urban centres are areas of concentrated development, not "ribbon" development.

The criterion is not intended to be applied to residential subdivisions which are developing in rural areas. When the residential development grows to sufficient size, upper tier road service will be provided through the application of one of the other criterion.

#### Criterion 2 - King's Highway/Upper Tier Road Connector

Connect the King's Highway or upper tier roads to:

- a) major commercial and industrial areas, or
- b) major institutional complexes such as universities, hospitals, etc.,
- c) crossings of the provincial boundary.

#### Guideline to Application

The intent of this criterion is to extend the King's Highway or upper tier road to connect with the facilities mentioned and not to provide lateral connections between highways/upper tier roads unless the connector provides service to commercial/industrial/institutional complexes.

Major institutional/commercial/industrial complexes are areas generating more than 1000 vehicle trips per day.

#### Criterion 3 - Heavy Industry Service

Provide service close to consistent major attractors or generators of heavy vehicles such as refineries, steel plants, mines, quarries, commercial gravel pits and saw mills in continuous operation.

#### Guideline to Application

It is not intended that it be an upper tier responsibility to provide service to the entrance of every attractor or generator of heavy vehicles in an area. Rather, it is intended that upper tier service be provided close to the industry and that distribution within the area or the industry be a lower tier responsibility.

"Close to" means within a distance of approximately 4.0 Km.

"Consistent major attractors or generators", in the case of gravel pits and quarries, is defined as approximately 9 months or more operation per year.

Landfill site facilities under the jurisdiction of, or serving the upper tie municipality may also be considered as generators of heavy vehicles, and may be serviced by upper tier roads.

#### Criterion 4 - Barrier Service

Where justified, provide service parallel to and, across major barriers to free traffic movement.

#### Guideline to Application

The intent of this criterion is to alleviate traffic on local roads by providing upper tier service parallel to or across barriers to traffic movement where upper tier service is justified. The barrier must be an obstacle to traffic wishing to cross it and it must be feasible to cross. (i.e. freeways by interchanges and rivers by bridges.)

Service is provided "parallel to" only if there is no other upper tier or provincial road providing that service within a reasonable distance and only along roadways which are used to reach barrier crossings.

#### Criterion 5 - Resort Criterion

Provide service close to major resort and recreational areas.

#### Guideline to Application

The intent of this criterion is to provide upper tier service close to resort/recreational areas or to a lower tier road system that distributes the traffic. "Close to" means within a distance of approx. 4.0 km from the edge of the resort development.

A major resort/recreational area is an area generating a minimum of 700 vehicle trips per day during its normal season of operation.

#### Criterion 6 - Urban Cell Service

Provide service in urban areas within the cells formed by the King's Highway and its connecting links and the streets selected by the above criteria, provided that the traffic demand existing on the street considered is predominantly for through movement, as follows:

	Additional Service		
	Required when		
	Spacing of Roads is		
Population Density	Greater Than	_	
less than 40 persons/hectare	2000 m		
between 40 and 125 persons/hectare	1200 m		

#### Guideline to Application

The intent of this criterion is to identify roads in the cell under consideration at the spacing noted. The roads so identified must function predominately for the through movement of traffic.

Roads which function as minor collectors for trips with origin destination within the cell should be rejected.

The cell population density considered in identifying the appropriate spacing should be either the day time or night time population, whichever is greater.

In the central business district (CBD) of major urban centres, spacing less than 1200 m may be considered to reflect the existing traffic pattern and classification. Refer to the municipality's Official Plan.

#### Criterion 7 - Urban Arterial Extension

Provide service on those roads which are extensions of urban arterial streets, to the first intersection where the annual average daily traffic is below 700 vehicles per day, then connect either to an upper tier road, or to the King's Highway by the shortest route.

#### Guideline to Application

The intent of this criterion is to provide for the extension of urban arterial streets into the rural areas to connect with an upper tier road or the King's Highway. Traffic counts should be taken on both sides of the intersection with the upper tier road and the extension continued through the intersection, only if both AADT's equal or exceed 700 vpd. (This criterion should be used with discretion within major urban areas exhibiting high growth.)

#### Criterion 8 - Rural Cell Service

Provide service in rural areas within the cells formed by the King's Highway and the roads selected by the above criteria as follows:

	Additional Service Required when Spacing of Roads is		
Population Density	Greater Than		
less than 1 person/Km <sup>2</sup>	no add'l service required		
1 person/Km <sup>2</sup>	25 Km		
between 1 and 4 persons/Km <sup>2</sup>	20 Km		
between 4 and 8 persons/Km <sup>2</sup>	15 Km		
between 8 and 16 persons/Km <sup>2</sup>	10 Km		
more than 16 persons/Km <sup>2</sup>	6 Km		

#### Guideline to Application

The intent of this criterion is to provide upper tier service within the cells formed by the application of Criteria 1-7 inclusive at spacings related to the population density within the cells.

Upper tier roads or provincial highways in the subject upper tier or in adjacent upper tiers act as rural cell boundaries.

To apply the cell criterion the following steps are recommended:

- a) Calculate the population density within the cell
  - realistically the cell population should exclude the population of urban centres and ribbon development located on the roads which form the cell boundaries, (adequate service is provided by the roads on which they are located) but should take into consideration the residential subdivisions in rural areas which were excluded from Criterion # 1.
  - seasonal population should be excluded.
- b) Consult the criterion and identify the appropriate cell size for the calculated population density, interpolating as required.
- c) Compare the recommended cell size to the actual cell size as follows:
  - i) Draw a circle with a diameter equal to the recommended cell size so that the circumference touches two sides of the cell.

If the circle touches or cuts the remaining two sides of the cell, no additional upper tier road is required.

If the circle does not touch or cut any of the remaining sides of the cell, locate an upper tier road within the cell, along existing roads in a direction which will provide the greatest service and which will divide the cell as equally as practicable. Repeat the process from the beginning for the cell areas so formed.

If the circle touches or cuts only on the remaining sides of the cell, consider the recommended cell size (R.C.S.) and consult the following table for an indication of the need for additional upper tier road service:

Average Cell Width	Provide Additional County Road Service
90-100% R.C.S.	if average cell length is greater than 100% of R.C.S.
70-90% R.C.S.	if average cell length is greater than 125% of R.C.S.
50-70% R.C.S.	if average cell length is greater than 150% of R.C.S.

- ii) for cells which are approximately triangular in shape:
- draw a circle with a diameter equal to the recommended cell size so that the circumference touches two sides of the cell.
- if the circle touches or cuts the third side of the cell, additional upper tier service is not required.
- if the circle does not touch the third side of the cell, estimate the average cell length and width and use the table given under (c) above.
- d) In rural areas where the population density is greater than 16 persons per Km<sup>2</sup> adequate upper tier road service will be provided by the minimum 6.0 Km spacing.

#### D. Preparing and Processing Upper Tier Road Assumption By-laws

Each county or regional municipality has been granted the power under the Public Transportation and Highway Improvement Act or their respective Regional Act to establish, maintain, add or remove designated roads from or to their county or regional road system. Establishing and amending any upper tier system requires the approval of the Lieutenant-Governor-in-Council (details on the content and format of the bylaws can be found in the publication "A Guide for Completing County and Regional Systems Bylaws", prepared by the Municipal Roads Branch in July 1982).

It is the responsibility of the upper tier municipality to demonstrate that the road in question does/does not satisfy one of the upper tier road criteria.

It is <u>extremely important</u> the ministry become involved in the preliminary stages of this process (i.e. when the municipality first considers any amendments to their road system). Once the municipality has satisfactorily demonstrated that at least one of the criteria can be met, the municipality must prepare and submit to the ministry district office the required bylaw. (It is recommended that drafts of such bylaws be submitted for screening before being passed. This step avoids possible delays in obtaining approval of the Lieutenant-Governor-in-Council).

The municipality shall be responsible for preparing and printing the required plans and bylaws for any road assumptions.

A Suburban Roads Commission may designate suburban roads by resolution. Ministry approval of such designations has been delegated to the regional directors.



July 30, 1996

Mr. M. J. Sheflin, P.Eng., Commissioner Environment & Transportation Department Regional Municipality of Ottawa-Carleton 111 Lisgar Street Ottawa, ON K2P 2L7 PUBLIC WORKS DEPARTMENT
A.C. Bellinger, P. Eng.
Commissioner

Nepean Civic Square 101 Centrepointe Drive Nepean, Ontario K2G 5K7

Administration Division Tel: 613-727-6630 Fax: 613-727-6694

File Number:

T01-01-TRA

Dear Mr. Sheflin:

## Re: Classification Criteria -- Upper Tier/Lower Tier Road System

We appreciate that your memo to Regional Council of May 15, 1996 provided some time for the municipalities and R.M.O.C. to jointly review the criteria which are used to determine the classification of roadways within the Regional Municipality.

We have always found the M.T.O. criteria for upper tier/lower tier roadway classification difficult to apply in all circumstances, and subject to a broad spectrum of diverse opinion in their interpretation. As a result, there have been disagreements about the application of the criteria to various parts of the roadway network. In suggesting a review of criteria, we are motivated at this time by two circumstances. The first is the decision by M.T.O. to vacate the roadway subsidy programme and their approval role in roadway classification which had a significant influence on the classification process. The second circumstance is the drafting of the new Regional Official Plan and major amendments to the Nepean Official Plan which create a demand for a better definition within the Official Plan of roadway classifications. We are convinced that there is an opportunity now to adopt newer criteria which are easier to understand, more consistent with Official Plan definitions and, most importantly, more objective in their application.

We acknowledge the principle that because a part of the network meets criteria for classification as an upper tier road does not necessarily mean it should be adopted by the Regional Municipality as part of its network but, as you will see in our submission, that decision should rest largely on the roadway function and the agency which is best resourced to deal with the maintenance and operation of that particular part of the network.

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Mr. M. J. Sheflin, P.Eng., Commissioner Environment & Transportation Department Page 2 July 30, 1996

It is interesting that the M.T.O. roadway classification criteria were prefaced by the principle that "upper tier roads...are primary transportation corridors...". In this regard, we believe it is important that both the Regional Official Plan and the Nepean Official Plan define this term and perhaps even further simplify the issue by placing a consistent definition of "arterial roadways" in both Official Plans. In our view, whether the term "transportation corridor" or "arterial roadway" are used, the definition should be those high-volume parts of the network which function in all of the primary modes of transportation including truck routes, public transit and, to the greatest extent possible, accommodate cycling and pedestrian movements.

The Transportation Association of Canada Manual can be helpful in deriving Official Plan definitions and determining classification criteria. In our view, the definition, or perhaps definitions, which we should work to agree on should differentiate between an urban and a rural arterial, particularly if traffic volumes are to be used as directly applied quantifiable criteria for roadway classification. We have made an initial assessment of the traffic volumes on the present regional roadway network and a number of City of Nepean roadways, and would be prepared to discuss with you threshold values for the lower limit of traffic volumes for the urban and rural elements in the network. In this regard, we believe it is appropriate to suggest that the rural parts of the network having an A.A.D.T. greater than 3,000, and parts of the urban network having an A.A.D.T. greater than 10,000, should be automatically considered for incorporation into the upper tier network.

A second criteria which has been overlooked in the traditional approach is that of public transit service. In our view, trunk routes, including express bus service, are generally routed on arterial roads. Attempts should be made to quantify the number of routes; however, I believe the main element of the criteria should be the use of the roadway for trunk services which have some trans-regional elements to their function. In perhaps simplistic terms, most of these routes that we have examined have in excess of 200 public transit vehicles per day on the roadway.

We believe that it is essential to include flow characteristics in the roadway analysis to determine whether they are upper tier or lower tier roads. In general, on arterial roads we believe the traffic flows should be, to the greatest extent possible, uninterrupted except at traffic-signal-controlled intersections and pedestrian crossovers. Parking and on-street unloading should be controlled or, to the greatest extent possible, prohibited where it seriously affects through movements, particularly at peak hours. In the urbanized area, the upper tier roadway should have design speeds of 50 km/h or greater, and perhaps 80 km/h in the rural area.

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Mr. M. J. Sheflin, P.Eng., Commissioner Environment & Transportation Department Page 3 July 30, 1996

In terms of connectivity, we believe that arterial roadways should connect to other arterials, freeways, or collector roadways. There may be exceptions in certain cases where local industrial or commercial roads connect to arterials because of their location and the particular nature of traffic generation; however, the existing M.T.O. criteria, if they are to be used, clarify this issue.

We do not propose that we "scrap" the M.T.O. criteria, but merely supplement their use with more quantifiable additional criteria, and to agree upon a set of repeatable standards for their application.

When it has been determined that a part of the network qualifies for upper tier arterial status, we feel strongly that a further criterion should be considered to cover the "maintenance and operational requirements". The application of this criterion needs further development, but it is basically one of assessing continuity of maintenance routes, particularly under winter conditions, and evaluating the resources which the local municipality and the upper tier municipality bring to deal with the unique circumstances on each section of the roadway. In general, the criteria must be applied so that the single taxpayer is served at the lowest cost. "Dead" travel time should be eliminated to greatest extent possible, and quality standards for the arterial network need to be agreed upon with the local municipality.

We will be providing to you coloured plots of the present regional road system—in both the rural and urban setting, and the transit network, to indicate to you how we think these criteria can be applied with a higher degree of common sense than has been possible in the past.

Yours truly,

A. C. Bellinger, P.Eng.,

Commissioner of Public Works

ACB/cp

#### REGIONAL / LOCAL ROADS REVIEW

#### **CRITERIA**

- A. Eligible for Consideration as a Regional Road
  - 1. Meets any M.T.O. criteria
  - 2. Carries A.A.D.T. Urban Area > 10,000

Between Urban Communities > 3,000

Rural > 1,000

- 3. Carries Daily Bus Traffic > 200
- B. Decision to include or not then assessed on maintenance optimization and public's perspective
- C. Connecting segments not meeting criteria may be added; i.e., < 10,000 Urban, < 1,000 Rural, to provide continuity.

Roads can be reviewed as they meet above criteria or drop below.

#### Regional Municipality of Ottawa-Carleton Ottawa-Carleton Centre, Cartier Square 111 Lisgar Street, Ottawa, Ontario K2P 2L7

Environment and Transportation Department

Tel. (613) 560-2050 Fax. (613) 560-6068



Municipalité regionale d'Ottawa-Carleton Centre Ottawa-Carleton, Place Cartier 111, rue Lisgar, Ottawa (Ontario) K2P 2L7 Service de l'environnement et des transports Tél. (613) 560-2050 Télécopieur (613) 560-6068

## Michael J.E. Sheflin, P.Eng. Environment and Transportation Commissioner/ Commissaire, Environnement et des transports

29 August 1996

File: 25 09-96-0065

City of Nepean Nepean Civic Square 101 Centrepointe Drive Nepean, Ontario K2G 5K7

Attention: Mr. A. C. Bellinger, P. Eng., Commissioner of Public Works

Dear Mr. Bellinger

Re: Classification Criteria - Upper Tier/Lower Tier Road System

Thank you for the time you have taken to examine the Ministry of Transportation of Ontario (MTO) road classification principles and criteria, as well as meeting with Regional staff to discuss your findings on 31 July 1996. We are pleased that you and some of the other municipalities potentially affected by the Regional Road System Review used the time provided since May to review in more detail the classification principles and criteria.

While we are interested in both your comments and suggestions for changes to the MTO road classification principles and criteria, we must advise that until Provincial authority is removed, any changes to the principles and criteria would require Provincial approval. Nevertheless, we have briefly reviewed your proposals and have the following comments to offer.

As you are aware, the MTO road classification principles and criteria consider both population and employment densities as critical elements in determining the need for upper tier road service. We believe these elements allow for the selection of upper tier roads based upon the needs of the adjacent land use and also provide a good rationale for upper tier road spacing. From a land use planning perspective, this ensures that land use densities, which are much more stable and predictable than traffic volumes, are used in defining our overall Regional road requirements.

Traffic volumes, as you can appreciate, are for the most part a function of land use densities and you have suggested that they too be used as another criterion to identify additional roadway links that may not qualify as Regional roads through the application of the current MTO principles and criteria. You have also suggested that a minimum weekday traffic volume for the urban area be

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set at 10,000 vehicles per weekday. Based upon our review of some of the major collectors in our Region, we found that a number of these major collector roadways would, as a result of the new criterion, be eligible for consideration as Regional roads. In addition to Meadowlands Drive, a number of other major collector roadways such as Iris Street, Jeanne d'Arc Boulevard (north of Highway 17), Teron Road, Ogilvie Road (north of Montreal Road), Alta Vista Drive, Sherbourne Avenue, St. Laurent Boulevard (north of Walkley Road to Russell Road) and Tallwood Drive would all become eligible for consideration as Regional roads. However, we do not believe that these collector roadways should be eligible for consideration as Regional roads. It is important also to note that, while staff undertook a brief review of the impact of the 10,000 vehicles per weekday criterion, there are likely other major collector roadways not identified which would also meet the criterion of 10,000 vehicles per weekday.

Considering the foregoing, we believe that if such a criterion is added, it should address exceptionally high volume roads that, for whatever reason, do not meet any of the other approved MTO criteria. In the urban area, that may suggest a minimum weekday traffic volume of 20,000 vehicles per weekday. This level of traffic flow is more reflective of the arterial function that Regional roads perform, some currently carrying between 40,000 and 50,000 vehicles per weekday (King Edward Avenue, Riverside Drive, and Wellington Street, for example). To set a traffic flow level less than 20,000 vehicles per weekday would result in the type of collector anomalies identified above.

We also believe that an analysis of the traffic volume criteria which you proposed for suburban areas and rural areas would result in similar anomalies. Again, it is important to set the traffic volume criteria sufficiently high to ensure that they delineate the boundary between arterial function and local function, and do not result in inconsistencies when applied. Notwithstanding this, in the situation where two parallel roads provide duplicate service, one roadway should be selected. This is the case of Eagleson Road and Richmond Road and, given the investment made in Eagleson Road, the choice was clear.

Your concern regarding the lack of public transit considerations in the current MTO road classification principles and criteria is one that was also shared by Regional staff and passed on to MTO staff during the Regional Road System Review. However, from a public transit perspective, we are of the opinion that it is the number of weekday public transit riders that is a much more relevant indicator than the number of weekday buses. Again, if this criterion is to be added, it should identify roads with exceptionally high public transit flows which, for whatever reason, do not meet any of the other criteria. For example, Bank Street carries some 20,000 persons by bus on weekdays.

We agree with you that all opportunities for maintenance optimization should be pursued; however, we do not believe that this should be a criterion for road classification. The function of a road, both existing and desired, should determine the classification of a road. Maintenance is another separate issue. All municipalities have roads with different levels of service for both summer and winter maintenance; how to meet these levels of service is a matter for each municipality. Maintenance agreements between municipalities can be improved, but have

functioned well for years. While we recognize the maintenance challenges of a tiered road system, we do not believe that they should be a criterion for road classification.

Notwithstanding the above, we continue to support the changes to the Regional Road System recommended by the Regional Road System Review. We believe that the recommendations are in keeping with any modifications to the MTO road classification principles and criteria that may be Therefore, we will be bringing the recommendations back to the made in the future. Transportation Committee in September.

Yours truly

M. J. E. Sheflin, P. Eng. Environment and Transportation Commissioner

YIL DOS/hc

City of Gloucester, Attention: Mr. Dale Philpotts CC: City of Kanata, Attention: Mr. William Arthur

#### RECOMMENDED CHANGES TO THE REGIONAL ROAD SYSTEM

The rationale for additions and deletions to the existing Regional Road System are summarized by local municipal boundaries in the following sections:

#### **City of Gloucester**

#### Additions to the System

**Lester Road** between Albion Road (RR 25) and Uplands Drive (RR 107) is required to satisfy Criterion 1 - Urban Centre Connector, 2 - King's Highway/Upper Tier Road Connector, and 6 - Urban Cell Service. This link was constructed by the City of Gloucester and provides a link between Highway 31 and Macdonald-Cartier International Airport.

Gloucester staff support this addition.

**Blackburn Hamlet By-pass** between the east and west intersections of Innes Road (RR 30) is required to satisfy Criterion 6 - Urban Cell Service. This four lane roadway was constructed by the RMOC as a means of diverting through-traffic from travelling on Innes Road within the Hamlet.

Gloucester staff support this addition.

**Ring Road (west)** between St. Joseph Boulevard (RR 34) and Duford Street (RR 84) is required to satisfy Criterion 1 - Urban Centre Connector. Provides connection between RR 34 (St. Joseph Boulevard) to the Highway 17 interchange; completes the Ring Road around the Place d'Orléans Shopping Centre. The "Ring" Road replaces the previous Champlain Street (RR 39) connection which was closed to allow for the construction of the Shopping Centre.

Gloucester staff support this addition.

#### Deletions from the System

**Bearbrook Road (RR 28)** between St. Joseph Boulevard (RR 34) and Innes Road (RR 30) should be deleted from the system as the link does not satisfy spacing requirements. It is noted that the northern portion of the roadway provides service to a quarry; however, there is appropriate upper tier service within 4.0 km (as specified in Criterion 3 - Heavy Industry Service).

Bearbrook Road and Innes Road essentially provide collector road service for the Blackburn Hamlet Community. The Blackburn Hamlet Bypass provides upper tier road connection to the King's Highway.

Gloucester staff support this deletion.

**Innes Road** (**RR 30**) between both the east and west intersections of the Blackburn Hamlet Bypass and **Navan Road** (**RR 28**) between the Blackburn Hamlet Bypass and Innes Road are no longer required as they are redundant to the system as a result of the construction of the Blackburn Hamlet Bypass.

Gloucester staff support these deletions.

**Champlain Street (RR 39)** between St. Joseph Boulevard (RR 34) and Duford Street (RR 84) should be deleted from the system as the roadway has been closed as a result of the construction of Place d'Orléans Shopping Centre and the link replaced with the proposed adoption of Ring Road (west) into the system.

Gloucester staff support this deletion.

Review of Specific Links (no change in jurisdiction proposed)

Albion Road (RR 25) between Mitch Owens Road (RR 8) and Lester Road (RR 24) provides parallel service to Highway 31 and the facilities are separated by approximately only two kilometres. The average cell density is greater than 16 persons per square kilometre, therefore roadway spacing should be approximately 6 kilometres. The spacing of Highway 31 and River Road (RR 19) and the density considerations support the need for additional upper tier service. Albion Road may not be the most desirable given its proximity to Highway 31, however it should continue to remain in the system based on the following considerations:

- this section provides north/south network continuity linking Stagecoach Road (RR 25) to Lester Road (RR 24) and to the Airport Parkway,
- without this link, north/south cell service requirements will not be satisfied. The resulting road spacing between River Road (RR 19) and Highway 31 would be 8.5 km at Leitrim Road (RR 14) and 10.3 km at the widest point north of Mitch Owens Road (RR 8),
- due to the proximity of the airport acting as a barrier to the provision of north/south road transportation service, Albion is a suitable candidate to maintain network continuity.

Gloucester staff also support no change in jurisdiction.

**Jean d'Arc Boulevard** (**RR 55**) between Innes Road (RR 30) and Highway 17 and **Orléans Boulevard** (**RR 56**) between Innes Road (RR 30) and St. Joseph Boulevard (RR 34) were reviewed and it was determined that both Jean d'Arc Boulevard (RR 55) and Orleans Boulevard (RR 56) southwest of Jean d'Arc Boulevard (RR 55) are required to meet spacing requirements.

Gloucester staff also support no change in jurisdiction.

**Jeanne d'Arc Boulevard** north of Highway 17 was reviewed. It does not satisfy the criteria, and functions primarily as a collector roadway, therefore it should remain under the jurisdiction of the City of Gloucester.

Gloucester staff indicated support for a change in jurisdiction. They are of the opinion that Jeanne d'Arc Boulevard (Highway 17 to Orléans Boulevard) along with Orléans Boulevard (St. Joseph Boulevard to Jeanne d'Arc Boulevard North) should be added to the Regional Road System. Though the Regional Official Plan indicates these roads as future Regional Roads, this review indicates that they do not currently serve as "primary transportation corridors" and, therefore, are not recommended for addition to the Regional Road System.

#### City of Kanata

#### Additions to the System

**Palladium Drive** between Terry Fox Drive (RR 61) and Huntmar Road should be adopted into the system once construction is complete. This link will satisfy Criterion 1 - Urban Centre Connector, 2 - King's Highway/Upper Tier Road Connector, and 6 - Urban Cell Service.

Kanata staff support this addition.

**Thomas A. Dolan Parkway** (refer to Township of West Carleton below) is a candidate for adoption into the Regional Road System. The average population density for the area east of Carp Road (RR 5) is greater than 16 persons per square kilometre, therefore the minimum 6 km spacing for upper tier roads is appropriate. A review of road spacing indicates the need for an additional east-west link parallel and midway between March Road (RR 49) and Kinburn Side Road (RR 20) in order to satisfy Criterion 8 - Rural Cell Service.

Kanata staff support this addition.

#### Deletions from the System

**Riddell Drive (RR 109)** between Dunrobin Road (RR 9) and 6th Line Road (RR 21) and 6th Line Road (RR 21) between Riddell Drive (RR 109) and Kennedy Road should be deleted from the system as neither satisfy the criteria.

Kanata staff do not support this deletion. They are of the opinion that these roads satisfy Criterion 2 - King's Highway/Upper Tier Road Connector (serving the Department of National Defence [DND] facilities, the Y camp and Pinhey's Point Park), and 4 - Barrier Service (with respect to Constance Lake, Constance Creek and the CNR). However, Regional staff believe the roads do not qualify under Criterion 2, because they do not directly serve the DND complex, or Criterion 4, because parallel service is provided by Dunrobin Road (RR 9). Also the roads are not "primary transportation corridors."

#### Review of Specific Links (no change in jurisdiction proposed)

**Kennedy Road** between Dunrobin Road (RR 9) and Torwood Drive (RR 21) was reviewed and found not to satisfy the criteria.

Kanata staff indicated support for a change in jurisdiction. They are of the opinion that this road satisfies Criterion 4 - Barrier Service (across the Constance Lake/Creek wetlands) and Criterion 8 - Rural Cell Service. However, Regional staff are of the opinion that adequate barrier and rural cell service is provided by Dunrobin Road (RR 9) and the road is not a "primary transportation corridor."

**Katimavik Road** was reviewed and it was determined that based on cell density, adequate service is provided by Terry Fox Drive (RR 61), Hazeldean Road (RR 36) and Eagleson Road (RR 49). Therefore this roadway should remain under the jurisdiction of the City of Kanata.

Kanata staff indicated support for a change in jurisdiction. They are of the opinion that the development of the Palladium necessitates Katimavik Road becoming a Regional responsibility. Regional staff feel that Katimavik Road should be monitored closely (in concert with the Palladium opening) and reviewed again in the future.

#### City of Nepean

#### Additions to the System

**Trail Road** between Moodie Drive (RR 11) and Barnsdale Road should be adopted into the system as it satisfies Criterion 3 - Heavy Industry Service, by providing access to the Regional Disposal Facility. **The City of Nepean supports this addition.** 

**Hunt Club Road** between Cedarview Road (RR 23) and Merivale Road (RR 17) should be adopted into the system as it satisfies 1 - Urban Centre Connector, 2 - King's Highway/Upper Tier Road Connector, and 6 - Urban Cell Service.

The City of Nepean supports this addition.

#### Deletions from the System

**Corkstown Road** (**RR 18**) between Moodie Drive (RR 59) and March Road (RR 49) should be deleted from the system as it does not satisfy the criteria. Based on cell densities, adequate service and spacing requirements are provided by Robertson Road (RR 36) and Carling Avenue (RR 38). Further, both Robertson Road and Carling Avenue provide barrier service for Highway 417.

The City of Nepean supports this deletion. However, they may consider closing a portion of the road.

**Knoxdale Road (RR 52)** between Greenbank Road (RR 13) and Woodroffe Avenue (RR 15) should be removed from the system when Hunt Club Road between Greenbank Road (RR 13) and Woodroffe Avenue (RR 15) has been adopted into the System. This section of Knoxdale Road (RR 52) will no longer satisfy Criterion 6 - Urban Cell Service. As well the future stub of Knoxdale Road between Greenbank Road and Riverbrook should be deleted from the system.

The City of Nepean supports this deletion.

**Meadowlands Drive** (**RR 51**) between Woodroffe Avenue (**RR 15**) and Prince of Wales Drive (**RR 73**) should be deleted from the system as adjacent parallel Regional Roads i.e., Baseline Road (**RR 16**) and Hunt Club Road (**RR 32**) provide appropriate cell service. Meadowlands Drive (**RR 51**) provides parallel service to Baseline Road (**RR 16**) and is separated by approximately 1 km. Urban cell service (criterion 6) calls for a spacing of 2 km and that traffic be predominantly through-type movements. Meadowlands, therefore, does not qualify as a candidate for upper tier road service.

The City of Nepean does not support this deletion. They are of the opinion that the road meets Criterion 1 - Urban Centre Connector, 2 - King's Highway/Upper Tier Road Connector, 4-Barrier Service and 6-Urban Cell Service. They are also of the opinion that the road carries a high percentage of through-traffic and a high number of buses, can not be downgraded without significant negative traffic impact to Baseline Road and requires maintenance (particularly winter) to a Regional standard. However, Regional staff, while acknowledging that the urban cell spacing between Baseline and Hunt Club Roads is deficient, support the consultant's findings that Meadowlands Drive does not function as a "primary transportation corridor".

Review of Specific Links (no change in jurisdiction proposed)

**Cedarview Road** (**RR 23**) between Fallowfield Road (**RR 12**) and Baseline Road (**RR 16**) should be retained in the system until the opening of Highway 416. At that time the deletion of all or part of this road from the Regional Road System will be considered.

The City of Nepean supports no change in jurisdiction at this time.

**Timm Drive** between Moodie Drive (RR 59) and March Road (RR 49) does not currently satisfy the criteria, therefore no change in status is proposed.

Adequate cell service and spacing requirements are provided by Robertson Road (RR 36) and Carling Avenue (RR 38). The need to adopt this link into the system, should be reviewed in the future in conjunction with Katimavik Road in the City of Kanata.

The City of Nepean indicated support for a change in jurisdiction. Since the road serves no local function, the City of Nepean may consider closing the road.

**Richmond Road** between Eagleson Road (RR 49) and Fallowfield Road (RR 12) is not being recommended to become Regional because Eagleson Road and Moodie Drive provide adequate cell service and spacing.

The City of Nepean indicated support for a change in jurisdiction. They would like to see this road become Regional as it was prior to 1982, at which time Eagleson Road was reconstructed for the 1983 International Plowing Match. Eagleson Road was at that time added to the Regional Road System and this portion of Richmond Road deleted. Nepean staff are of the opinion that this road is warranted as a Regional road because it provides a direct connection between Richmond and Bells Corners and points east. However, additional Regional road service in the area is not required for cell service and, therefore, the addition of the link to the Regional Road System is not recommended.

**Bayshore Drive** between Highway 417 and Carling Avenue is not being recommended to become a Regional road. Though the road serves the Bayshore Shopping Centre, particularly from the south end where it connects with a Queensway ramp, it is a collector road in nature with a residential roadside environment north of the shopping centre.

The City of Nepean indicated support for a change in jurisdiction. They are of the opinion that the road satisfies Criterion 1 (Urban Centre Connector) and they point to the high traffic volumes on the south end of the road. However, for the reasons mentioned above, Regional staff can not recommend its adoption.

#### City of Ottawa

Ottawa staff support the following recommendations, provided the financial resources to address the net reconstruction and maintenance costs are also transferred.

#### Additions to the System

**Mackenzie Avenue** between Sussex Drive (RR 93) and Wellington Street (RR 34) should be added to the system. This link completes the one way pair with Sussex Drive and satisfies Criterion 2 - King's Highway/Upper Tier Road Connector and Criterion 4 - Barrier Service.

**Lees Avenue (new alignment)** between the Highway 417 overpass and Mann Avenue (RR 64) satisfies Criterion 1 - Urban Centre Connector and Criterion 4 - Barrier Service, and therefore should be adopted into the system. It is noted that there is an outstanding debt associated with the Lees Avenue/Strathcona Heights Redevelopment Project which must be addressed prior to adopting the new alignment of Lees Avenue into the system.

**Walkley Road (new alignment currently under construction)** between Russell Road and Highway 417 satisfies Criterion 1 - Urban Centre Connector and therefore should be adopted into the system.

Both **Besserer Street** between Nicholas Street (RR 95) and Cumberland Street and **Cumberland Street** between Besserer Street and Rideau Street (RR 34) should be adopted into the system, having satisfied: Criterion 1 - Urban Centre Connector, Criterion 4 - Barrier Service, and Criterion 6 - Urban Cell Service. These two links complete the connection between the Ontario and Quebec highway systems and provide for truck route continuity.

**Hawthorne Road Extension** between Russell Road (RR 26) and Walkley Road (RR 74) once constructed should be adopted into the system to maintain network continuity.

#### Deletions from the System

Both Mann Avenue (RR 64) between King Edward Avenue (RR 99) and Chapel Crescent and Lees Avenue, old alignment (RR 66) between the Highway 417 overpass and Mann Avenue (RR 64) should be deleted from the system once Lees Avenue (new alignment) is adopted into the system. However, the section of Mann Avenue (RR 64) between Nicholas Street (RR 95) and King Edward Avenue (RR 99) should be retained in the system for network continuity.

Walkley Road, existing alignment (RR 74) between Russell Road and Sheffield Road should be deleted from the system. This is a stub road and will be redundant once the new section of Walkley Road has been adopted into the system.

**Gladstone Avenue (RR 58)** between Parkdale Avenue (RR 71) and Elgin Street (RR 91) should be deleted from the system as cell service requirements are satisfied by Catherine Street (RR 60) and Somerset Street (RR 36).

**Booth Street** (**RR 77**) between Carling Avenue (**RR 38**) and Albert Street (**RR 42**) should be deleted from the system as cell service requirements are satisfied by Preston Street (**RR 73**) and Bronson Avenue (**RR 79**).

**Queen Street (RR 46)** between Bronson Avenue (RR 79) and Elgin Street (RR 91) should be deleted from the system as cell service requirements are satisfied by Wellington Street (RR 34), Albert Street (RR 42), Slater Street (RR 40) and Laurier Avenue (RR 48).

**Stewart Street (RR 54)** between King Edward Avenue (RR 99) and Waller Street (RR 97) should be deleted from the system as cell service requirements are satisfied by Rideau Street (RR 34) and Laurier Avenue (RR 48). It is noted that this section of Stewart Street used to comprise a one-way pair with Wilbrod Street, however Wilbrod was closed at Waller Street during construction of the Southeast Transitway approach to the Central Area.

Churchill Avenue (RR 65) between Carling Avenue (RR 38) and RR 36 (Wellington Street) should be deleted from the system as cell service requirements are satisfied by Kirkwood Avenue (RR 67). It is noted however that the resulting cell bounded by Richmond Road (RR 36), Kirkwood Avenue (RR 67), Carling Avenue (RR 38) and Woodroffe Avenue (RR 15) will be insufficiently serviced as no suitable candidate roadways have been identified.

Both **Tremblay Road** (**RR 70**) between Vanier Parkway (RR 19) and St. Laurent Boulevard and **Belfast Road** (**RR 70**) between Tremblay Road (RR 70) and Coventry Road (RR 50) should be deleted from the system as cell and barrier service requirements are satisfied by Coventry Road (RR 50).

Once the Hawthorne Road Extension is adopted into the system, **Russell Road** (**RR 26**), between Hawthorne Road and Walkley Road (**RR 74**), should be deleted from the system.

**Bronson Avenue (RR 79)** between Albert Street (RR 40) and Queen Street (RR 46) should be deleted in conjunction with the deletion of Queen Street (RR 46) to remove a stub condition.

The section of **Meadowlands Drive** (**RR 51**) between the Ottawa/Nepean city limits and Prince of Wales Drive (RR 73) should be deleted in conjunction with the deletion of the Nepean Section of this roadway (refer to City of Nepean above). Adjacent parallel Regional Roads (e.g. Baseline Road (RR 16) and Hunt Club Road (RR 32) provide appropriate cell service.

Review of Specific Links (no change in jurisdiction proposed)

**Old Riverside Drive/Transitway (RR 19)** between Riverside Drive-North and Riverside Drive-South, now serves as a bus only access to the Transitway as a result of the reconstruction of Riverside Drive on a new alignment. The link continues to serve an important transit service therefore should be retained in the system, pending transfer to the transitway system.

**Waller Street - bus only lanes (RR 97)** between Nicholas Street extension (RR 95) and Laurier Avenue (RR 48) currently functions as a transit only link between the Southeast Transitway and the Central Area transit lanes. This link should be retained in the Regional Road system pending resolution of the Central Area Transitway.

**Lenester Avenue** (**RR 15**) between Woodroffe Avenue and Fairlawn Avenue and **Fairlawn Avenue** (**RR 15**) (Carling Avenue to Lenester Avenue), duplicate the function of Woodroffe Avenue (Lenester Avenue to Carling Avenue, and Carling Avenue (Woodroffe Avenue to Fairlawn Avenue), however, due to the jog of Woodroffe Avenue, these links should remain in the system. This was confirmed by analysis undertaken for the Carlingwood Commercial Area Plan of Development (City of Ottawa, 1992) and a subsequent Ontario Municipal Board decision.

**Fisher Avenue (RR 69)** between Holland Avenue and Carling Avenue operates as a one-way southbound link. Although it is duplicated by Island Park Drive between Carling Avenue and Holland Avenue, and Holland Avenue between Carling Avenue and Fisher Avenue, it does serve a function of removing eastbound to southbound right turning vehicles from adjacent intersections, therefore, it should be retained within the system.

Holland Avenue (RR 69) and Parkdale Avenue (RR 71) between Carling Avenue (RR 38) and Scott Street (RR 40) parallel each other, however, both links should remain in the system. Parkdale Avenue provides direct access to the Ottawa Civic Hospital, Highway 417 and the Ottawa River Parkway, however, the right-of way and proximity of existing buildings will prohibit any ability to accommodate capacity improvements. Holland Avenue, although not providing direct access to the noted facilities, offers the ability to accommodate future capacity requirements, consistent with General Classification Principle 2.

Rochester Street (RR 75) between Carling Avenue (RR 38) and Gladstone Avenue (RR 58) does not satisfy spacing requirements due to close proximity of two parallel facilities, Preston Street (RR 73) and Booth Street (RR 77) - candidate for deletion), however, of these three streets, Rochester Street (RR 75) is the only facility with an interchange with Highway 417. Therefore, based on Criterion 1 - Urban Centre Connector, this link should remain in the System. Should the Champagne Arterial be constructed, and a new interchange be provided with this facility, Rochester Street (RR 75) could be deleted from the system at that time.

The following links should be retained in the system pending the resolution of development proposals for Lebreton Flats:

- Fleet Street (RR 76) between Booth Street (RR 77) and Duke Street (RR 76);
- **Duke Street (RR 77)** between Fleet Street (RR 76) and Booth Street (RR 77);
- Fleet Street (RR 76) between Duke Street (RR 76) and Wellington Street (RR 34);
- Commissioner Street (RR 76) between Albert Street (RR 42) and Bronson Avenue (RR 79); and
- Commissioner Street (RR 76) between Wellington Street (RR 34) and Albert Street (RR 42).

Wellington Street (RR 34) should be retained in the system as it satisfies Criterion 2 - King's Highway/Upper Tier Road Connector: provides connections to the Portage Bridge (crossing of the provincial boundary) and the Ottawa River Parkway (upper tier facility); Criterion 4 - Barrier Service: provides service parallel to the Ottawa River and service to bridge crossings of both the Ottawa River (Portage Bridge) and the Rideau Canal (Plaza/Sappers Bridge); and Criterion 6 - Urban Cell Service: provides cell service to the Central Business District (CBD).

**Albert Street (RR 41)** between Wellington Street (RR 40) and Elgin Street (RR 91) **and Slater Street (RR 40)** between Albert Street (RR 40) and Elgin Street (RR 91) should be retained in the system as they form a one-way pair and satisfy: Criterion 4 - Barrier Service: provides a connection to a bridge crossing of the Rideau Canal (Mackenzie King Bridge); and Criterion 6 - Urban Cell Service: based on existing traffic patterns and classification.

**Laurier Avenue** (**RR 48**) between Bronson Avenue (**RR 79**) and Charlotte Street (**RR 48**) should be retained in the system as it satisfies: Criterion 4 - Barrier Service: provides a connection to a bridge crossing of the Rideau Canal (Laurier Avenue Bridge); and Criterion 6 - Urban Cell Service: based on existing traffic patterns and classification.

**Somerset Street (RR 36)** between Wellington Street (RR 36) and Elgin Street (RR 91) should be retained as it satisfies: Criterion 4 - Barrier Service: provides a connection to a bridge crossing of a railway corridor; and Criterion 6 - Urban Cell Service: based on existing traffic patterns and classification.

Catherine Street (RR 60) between Elgin Street (RR 91) and Bronson Avenue (RR 79) and Isabella Street/Chamberlain Street (RR 62) between Bronson Avenue (RR 79) and Elgin Street (RR 91) form a one-way pair and should remain in the system as they satisfy: Criterion 1 - Urban Centre Connector: provide direct connection to the King's Highway 417; Criterion 2 - King's Highway/Upper Tier Road Connector: provide direct connection between the King' Highway and a major commercial area; Criterion 4 - Barrier Service: provide service adjacent to a barrier (Highway 417), and Isabella Street connects to the Pretoria Bridge providing a crossing of the Rideau Canal; and Criterion 6 - Urban Cell Service: reflects existing traffic patterns and classification (roads serve a collector/distributor function for Highway 417).

**Bronson Avenue (RR 79)** between the Airport Parkway/Heron Road (RR 16) and Albert Street (RR 42) should be retained in the system as it satisfies: Criterion 2 - King's Highway/Upper Tier Road Connector: provide direct connection between the King's Highway and a major commercial area; Criterion 6 - Urban Cell Service: reflects existing traffic patterns and classification; and in the future

with the planned connection to the Portage Bridge it will satisfy Criterion 4 - Barrier Service by providing access across the Ottawa River and a Provincial boundary.

**Lyon Street (RR 81)** between Catherine Street (RR 60) and Wellington Street (RR 40) and **Kent Street (RR 83)** between Chamberlain Street (RR 62) and Wellington Street (RR 40) form a one-way pair and should be retained in the system as they satisfy: Criterion 1 - Urban Centre Connector: provide direct connection to the King's Highway 417; Criterion 2 - King's Highway/Upper Tier Road Connector: provide direct connection between the King's Highway and a major commercial area; and Criterion 6 - Urban Cell Service: reflects existing traffic patterns and classification (roads serve a collector/distributor function for Highway 417).

**Bank Street** (**RR 85**) between Isabella Street (RR 62) and Wellington Street (RR 34) should be retained in the system as it is a continuation of Highway 31 and serves an important transit function in the Regional transportation system. Approximately 20,000 of the 50,000 daily trips along Bank Street are by transit.

**O'Connor Street (RR 87)** between Isabella Street (RR 62) and Wellington Street (RR 34) and **Metcalfe Street (RR 89)** between Isabella Street (RR 62) and Wellington Street (RR 34) form a one-way pair and should be retained in the system as they satisfy: Criterion 1 - Urban Centre Connector: provide direct connection to the King's Highway 417; Criterion 2 - King's Highway/Upper Tier Road Connector: provide direct connection between the King's Highway and a major commercial area; and Criterion 6 - Urban Cell Service: reflects existing traffic patterns and classification (roads serve a collector/distributor function for Highway 417).

Elgin Street (RR 91) between Isabella Street (RR 62) and Wellington Street (RR 34) should be retained in the system as it provides north-south network balance and continuity with Main Street, it provides a connection the Pretoria Bridge crossing of the Rideau Canal and provides a barrier service function parallel to the Rideau Canal (it is noted that full directional movements are not provided at the intersection of the Queen Elizabeth Driveway with Laurier Avenue). Further, Elgin Street is an important transit function as approximately 7,500 of the 40,000 daily trips along Elgin Street are by public transit.

#### City of Vanier

Additions or Deletions to the System

No additions or deletions are proposed to the Regional Road System within the City of Vanier.

Review of Specific Links (no change in jurisdiction proposed)

Both McArthur Road (RR 68) between St. Laurent Boulevard (RR 26) and River Road (RR 68) and River Road (RR 68) between McArthur Road (RR 68) and Montreal Road (RR 34) should be retained in the system. The cell bounded by Montreal Road (RR 34), St. Laurent Blvd. (RR 26), Coventry Road (RR 50), and the Rideau River, has a cell density of between 40 and 125 persons per hectare.

To satisfy cell service requirements of 1.2 km, McArthur Road (RR 68) is required in the Regional Road system. Further, past studies in support of the Vanier Town Centre Primary Employment Centre, have identified the need for McArthur Road to provide regional transportation service for the Centre.

Vanier staff support no change in jurisdiction.

#### **Cumberland Township**

#### Additions or Deletions to the System

No additions or deletions to the Regional Road System are proposed within the Cumberland Township.

#### Review of Specific Links (no change in jurisdiction proposed)

The cell bounded by Innes Road (RR 30), Dunning Road (RR 35), Colonial Road (RR 28) and Tenth Line Road (RR 47) has an average population density varying between the ranges of 8 to 16 persons per square kilometre with greater than 16 persons per square kilometre in the south portion of the cell. The average cell dimensions are approximately 6 km north/south and 8.3 km east/west. No additional service is required at this time. It is noted that as additional extensions of the north/south arterial (**Frank Kenny Road**) are completed and connected to the Highway 417 interchange at Vars, that this roadway be reviewed for adoption into the system and that adjacent and parallel links, if appropriate, be identified for deletion from the system.

Cumberland staff support a change in jurisdiction to Frank Kenny Road but are prepared to accept this position on the understanding that it will be reviewed once the road is fully reconstructed.

#### **Goulbourn Township**

#### Additions or Deletions to the System

No additions or deletions to the Regional Road System are proposed within the Goulbourn Township.

#### Review of Specific Links (no change in jurisdiction proposed)

**Main Street Ramp** (RR 5A) between Main Street Stittsville (RR 5) and Hazeldean Road (RR 36) functions as a component of the Main Street (RR 5) and Hazeldean Road (RR 36) intersection and therefore should be retained in the system.

#### **Osgoode Township**

#### Additions to the System

No additions to the Regional Road System are proposed within Osgoode Township.

#### Deletions from the System

**Yorks Corners Road (RR 29)** between Victoria Street (RR 6) and Marvelville Road (RR 4) should be deleted from the system as rural cell service requirements are satisfied by Gregoire Road (RR 41) and Highway 31. The distance between Gregoire Road (RR 41) and Yorks Corners Road (RR 29) is approximately 2.4 kilometres. The resulting dimensions for the cell serviced by Highway 31 on the

west, Victoria Street (RR 6) to the north, Gregoire Road (RR 41) on the east and Marvelville Road (RR 4) on the south will be 6 km north/south and 8.5 km east/west.

Osgoode staff do not support this deletion but can appreciate its justification. The road was recommended for deletion with the addition of Gregoire Road (RR 41) in the 1988 review of the Regional Road System.

Review of Specific Links (no change in jurisdiction proposed)

**Nixon Drive** between Main Street (RR 114) and Snake Island Road (RR 6) does not satisfy Criterion 8 - Rural Cell service, therefore no change in status is proposed. River Road is the appropriate road for the system; it is appropriate that Nixon Drive remain under local municipal jurisdiction. If maintenance issues are the primary area of concern, perhaps a maintenance agreement between the Township of Osgoode and the RMOC should be explored.

Osgoode staff indicated support for a change in jurisdiction. They are of the opinion that this road should be added to the Regional Road System, since traffic volumes are high, it connects two Regional Roads, Osgoode Village will continue to grow, and the Township can not maintain the road adequately. However, in spite of this, as mentioned above, adequate cell service is already provided in the area and additional Regional road service is not justified at this time.

**Parkway Road** between Stagecoach Road (RR 25) and Highway 31 was reviewed. It was determined that the average cell density in the vicinity of Parkway Road is greater than 16 persons per square kilometre, therefore a six kilometre spacing is appropriate. Parkway Road is parallel to Mitch Owens Road (RR 8) is separated by only 2 kilometres. Therefore Parkway Road does not satisfy Criterion 8 - Rural Cell service, and hence no change in status is proposed.

Osgoode staff indicated support for a change in jurisdiction but understand that it does not currently meet the Ministry of Transportation Ontario criteria.

**Regional Road 6A** (Cartwright Road) between Victoria Street (RR 6) and Gregoire Road/Boundary Road (RR 41) functions as a component of the Victoria Street (RR 6) and Gregoire Road/Boundary Road Intersection (RR 41) and therefore should be retained in the system.

Osgoode staff support no change in jurisdiction.

#### Rideau Township

Additions or Deletions to the System

No additions or deletions to the Regional Road System are proposed within the Rideau Township.

#### **Township of West Carleton**

#### Additions to the System

**Thomas A. Dolan Parkway** (refer to City of Kanata above) is a candidate for adoption into the Regional Road System. The average population density for the area east of Carp Road (RR 5) is greater than 16 persons per square kilometre, therefore the minimum 6 km spacing for upper tier roads is appropriate. A review of road spacing indicates the need for an additional east-west link parallel and midway between March Road (RR 49) and Kinburn Side Road (RR 20) in order to satisfy Criterion 8 - Rural Cell Service. West of Carp Road (RR 5) the average population density varies between the ranges of 8-16 persons per square kilometre, with some sections greater than 16 persons per square kilometre. No additional services requirement are identified at this time. However, it is noted that

Panmure Road (westerly extension of Thomas A. Dolan Parkway) should be reviewed in the future given the planned widening of Highway 17 and a full interchange with Panmure Road.

#### West Carleton staff support this addition.

#### Deletions from the System

The area east of Carp Road (RR 5) has a population density which is greater than 16 persons per square kilometre, resulting in the minimum road spacing requirement of 6 km. The spacing between Dunrobin Road (RR 9) and Torwood Drive (RR 21) is approximately 4.2 km, which is less than the minimum spacing requirement.

Therefore, both Vances Side Road (RR 129) between Dunrobin Road (RR 9) and Torwood Drive (RR 21) and Torwood Drive (RR 21) between Kennedy Road and Vances Side Road (RR 129) should be deleted from the system as cell and barrier service requirements are satisfied by Dunrobin Road (RR 9).

West Carleton staff do not support this deletion but appreciate its justification.

#### Review of Specific Links (no change in jurisdiction proposed)

The average population densities for the Township area west of Carp Road (RR 5) varies between the ranges of 8 to 16 persons per square kilometre and greater than 16 persons per square kilometre. The need to adopt **Panmure Road** (as a westerly extension of Thomas A. Dolan Parkway is not required at this time, however, this link should be reviewed in the future, given the planned Highway 417 interchange at Panmure Road and with continued increases in the density of development.

West Carleton staff indicated support for a change in jurisdiction but appreciate its justification.

#### Village of Rockcliffe Park

#### Additions or Deletions to the System

No additions or deletions are proposed to the Regional Road System within the Village of Rockcliffe Park.

#### **GLOUCESTER**

	Annual Maintenance Costs (nearest \$1000)	Total	Difference
Transfers to Gloucester			
(Gloucester costs)			
Innes Road	\$52,000		
Bearbrook Road	\$40,000		
Navan Road	\$8,000		
		\$100,000	
Transfers to RMOC			
(RMOC costs)			
Lester Road	\$28,000		•
Place d'Orleans Drive	\$43,000		
		\$71,000	
			\$29,000
Net annual maintenance cost impact (assumed as 50% of gross costs)			\$14,500

Other Deletions		
Champlain Street	Not Applicable	
		Not Applicable
Other Additions		
(RMOC costs)		
Blackburn Hamlet Bypass	\$87,000	
		\$87,000

### KANATA

	Annual Maintenance Costs (nearest \$1000)	Total	Difference
Transfers to Kanata			
(Kanata costs)			
Riddell Drive	\$21,000		
Torwood Drive	\$35,000		
		\$56,000	
Transfers to RMOC	1	İ	
(RMOC costs)			
Huntmar Road	\$5,000		
Thomas Dolan Parkway	\$23,000		
		\$28,000	
		***************************************	\$28,000
Net annual maintenance cost impact (assumed as			
50% of gross costs)			\$14,000

Other Additions (RMOC costs)		
Palladium Drive	\$74,000	\$74,000

#### **NEPEAN**

	Annual Maintenance Costs	Total	Difference
	(nearest \$1000)		
Transfers to Nepean			
(Nepean costs)			
Corkstown Road	\$33,000		
Meadowlands Drive	\$114,000		
Knoxdale Road	\$44,000		
		\$191,000	
Transfers to RMOC			
(RMOC costs)			
Old Cedarview Road (Trail Road)	\$5,000		
		\$5,000	
			\$186,000
Net annual maintenance cost impact (assumed as			
50% of gross costs)			\$93,000

Other Additions		
(RMOC costs)		
Trail Road Hunt Club Road	\$24,000 \$248,000	
		\$272,000

Other Deletions Considered		
(Nepean costs)		
Cedarview Road	\$75,000	·
	473,000	\$75,000

## OSGOODE

	Annual Maintenance Costs (nearest \$1000)	Total	Difference
Transfers to Osgoode (Osgoode costs)			
Yorks Corners Road	\$24,000	\$24,000	
Transfers to RMOC (RMOC costs)			
none	\$0	\$0	
			\$24,000
Net annual maintenance cost impact (assumed as			
50% of gross costs)			\$12,000

#### **OTTAWA**

	Annual Maintenance Costs	Total	Difference
	(nearest \$1000)	- <del></del>	
Transfers to Ottawa			
(Ottawa costs)			
Mann Avenue	\$11,000		
Lees Avenue	\$8,000		
Churchill Avenue	\$82,000		
Booth Street	\$75,000		
Gladstone Avenue	\$170,000	:	
Queen Street	\$63,000		
Bronson Avenue	\$3,000		
Stewart Street	\$11,000		
Tremblay Road	\$77,000		
Belfast Road	\$11,000		
Meadowlands Drive	\$55,000		
		\$566,000	
Transfers to RMOC			
(RMOC costs)			
Lees Avenue	\$17,000		
Besserer Street	\$23,000	į	
Cumberland Street	\$6,000	ŀ	
Mackenzie Avenue	\$28,000		
		\$74,000	
			\$492,000*
Net annual maintenance			
cost impact (assumed as			
50% of gross costs)			\$246,000*

<sup>\*</sup> These costs do not reflect the \$8,000 annual maintenance costs for Ridge Road which Ottawa may avoid with the Walkley Road extension constructed.

Other Deletions		
(RMOC costs)		
Walkley Road (old alignment)	\$8,000	
Russell Road	\$5,000	
		\$13,000

Other Additions (RMOC costs)		
Walkley Road (new alignment) Hawthorne Road Extension	\$55,000	
Hawthorne Road Extension	\$27,000	\$82,000

# WEST CARLETON

	Annual Maintenance Costs (nearest \$1000)	Total	Difference
Transfers to West Carleton			
(West Carleton costs)			
Vances Side Road	\$18,000		
Torwood Drive	\$13,000	\$31,000	
Transfers to RMOC			
(RMOC costs)			
Huntmar Road	\$5,000		
Thomas Dolan Parkway	\$64,000	• • • • • • • • • • • • • • • • • • • •	
		\$69,000	(\$38,000)
Net annual maintenance cost impact (assumed as			
50% of gross costs)			(\$19,000)

Other Additions		
(RMOC costs)		
Palladium Drive	\$43,000	
		\$43,000

2400, place Blair Place P.O. Box / C.P. 8333 Gloucester, Ontario K1G 3V5 (613) 748-4332 PAX: (613) 748-4352

Department Service:

**OPERATIONS** 

File Dossier.



Annex

August 1, 1995

Mr. Donald O. Stephens, P.Eng.
Manager, Strategic Planning Branch
Transportation Planning Division
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
111 Lisgar Street
Ottawa, Ontario
K2P 2L7

Facsimile (613) 560-6068

Re:

Regional Road System Report

Dear Mr. Stephens:

This letter is further to your correspondence of July 14, 1995, requesting cost estimate information related to the subject report.

Further to our discussions regarding the status of Jeanne d'Arc Boulevard and Orléans Boulevards north of Highway 17, the City is requesting the R.M.O.C. to reconsider the assumption of Jeanne d'Arc Boulevard (from Highway 17 north to Orléans boulevard) and Orléans Boulevard (from Jeanne d'Arc Boulevard North to St. Joseph Boulevard). As discussed, this recommendation differs from our previous request which included Jeanne d'Arc Boulevard through to Champlain Street and Champlain Street from Jeanne d'Arc Boulevard to Highway 17.

We maintain these four-lane roadway sections, provide continuity with and perform the same function as Jeanne d'Arc and Orléans Loulevards south of Highway 17. The traffic movement characteristics for these roads, including Urban Cell Service and through movements, traffic volumes, barrier service etc. are not unlike the Regional Roads south of Highway 17. The service level requirement for the requested sections is very similar to that provided for the urban regional road system. These four-lane roadway segments form a continuous network with Jeanne d'Arc Boulevard(s) and Orléans Boulevard(s) and the operation and maintenance of this network should be uniform and continuous, in order to maintain the most cost-effective and efficient service for our ratepayers.

... 2

Your consideration of our request in this regard is appreciated.

As we have discussed, the City is very concerned about assuming Innes Road in its current. standard. Innes Road, within the limits of the Blackburn Hamlet By-pass is built for the most part as a rural standard, even though it provides service to a highly urbanized area.

This is a well recognized fact which dates back to 1980 when the R.M.O.C. undertook the initial Blackburn Hamlet By-Pass Study.

There is strong public endorsement of the study team recommendation to reconstruct existing Innes Road to a two-lane urban collector standard".

The main recommendation from the study was:

"... reconstruct existing Innes Road to a two-lane urban collector cross section standard, including sidewalks, bikeway and channelized intersections within the next five years. This reconstruction is estimated to cost \$2.0 million based on 1979 unit prices".

The City insists that this work must be considered before roadway assumption takes place. Attached is a summary of the current estimate to accommodate an urban standard section for this roadway.

We are submitting our estimate of costs for the proposed additions and deletions to the Regional Road System. These estimates are based on the costs of operating and maintenance activities taken from our 1995 capital budget and includes costs associated with life cycle management principles. Details of these cost calculations are provided as an Attachment.

We have not included Lester Road and Ring Road West in these calculations. Regional Council previously committed to assume Lester Road following its construction and warranty period. We believe this commitment remains and thus has been excluded from the life cycle costing. Ring Road West was constructed as a Regional Road to replace Champlain Street and was agreed to be assumed by the R.M.O.C. following its construction and warranty period.

Table 1 summarizes the costs based on our recommendation that the region assume segments of Jeanne d'Arc Boulevard and Orléans Boulevard north of Highway 17.

Table 2 summarizes the costs associated with the assumption of Innes and Bearbrook Roads. The costs do not reflect Provincial subsidy allocations, but rather, depict total annual costs.

I would be pleased to meet with you to discuss this matter further at your convenience.

Sincerely,

Dale Philpotts

Acting Commissioner, Operations

DGP:ms

C.C.

Mayor Cain and Members of Council

Pierre Tessier, Chief Administrative Officer Karen Tippett, Commissioner, Finance

Ref:g:\com\_eng\wp\Dale\Regional.rds

# TABLE 1

\$(05(dWAY==		(ભાગના આપ્ય
Bearbrook Road from Montreal Road to I	nnes Road	\$ 64,283
<ul> <li>Innes Road within Blackburn Hamlet</li> </ul>	By-Pass	74,683
Jeanne d'Arc Boulevard from Highway 17 to Orléa	ans Boulevard	(77,656)
Orléans Boulevard from Jeanne d'Arc Boulev Boulevard	vard to St. Joseph	(34,518)
· · · · · · · · · · · · · · · · · · ·	TOTAL	<b>\$</b> 26,792 ·

<sup>\*</sup> cost does not include standard upgrade costs

TABLE 2

Fordivave		Cost o elly
Bearbrook Road from Montreal Road to Inn	es Road	\$ 64,283
Innes Road with the Blackburn Hamlet	By-Pass	74,683
	TOTAL	<b>\$</b> 138,966

# ATTACHMENT 1

CITY OF GLOUCESTER
ANNUAL AVERAGE MAINTENANCE
COST CALCULATIONS
Based on 1995 Operating Budget

ROADWAY OPERATING O Engineering Administration Trains Operations Construction Infrastructure Management Operations Management & Administration	50 % 100 % 30 % 60 % 100 %	\$50,148 \$130,985 \$58,528 \$94,758 \$268,244
Summer Maintenance Subsidizable (all activities)	•	\$1,680,424
Summer Maintenance Non-Subsidizable (Street Name Signs only)		\$17,803
Winter Mzintenanca Subsidizable		\$1 <b>,945,445</b>
Road Resurtacing (excluding asphalt everlay)		\$289,\$82
Sawers (Ironworks only)	FOTAL	\$331,053 \$4,667,370
1995 number of km of roadwi	£ÿ	358
Avg maint cost/km of 2 lane :	cadway.	· \$12,545
For purposes of a 4 iane sections of a 4 iane sections avg costs should be factored 14 meters/11 meters Therefore avg annual cost/4la	by 1.27	\$15.932
TRAFFIC SIGNALS OPERAT This includes specific costs related to RMCC signal service which should be added to spe- roadway sections when analyt Annual maintenance cost No. of signals Avg maint costviratio signal	es Icífic	STS

LIFE CYCLE COSTING Contributions to Reserves for Capital Expanditures	Life Expectancy in Years	Replacement Cost in 1994 Dollars	Units
Road Réconstruction — Resurfacing	12	<b>S</b> 1	1 /sq m
Traffic Control  — Signals	50	) \$55,000	; O fintersection
		•	

ROAD SECTION Searbrook Road from Mon	greal Rd. to	Innes Rd. 2.8	LIFE CYCLE COSTING Contributions to Reserves for Capital Expenditures				
Road Length  Avg annual maint cost/km		2.6 \$12,545	•	LENGTH (m)	COST/METER L	FE CYCL	TOTAL
Roed	TOTAL	\$35,125	Road Rehabilitation - Resurfacing	2,500	538	12	\$20,533
No. ol tratfic light signals Annual cost/signal Tratfic Signal	TOTAL	\$2,612 \$5,724	Traffic Control		COST/SIGNAL LI		
Rahabilitation cost Life Cycle		523,933	— Signals 1. Bearbrook & WestPark 2. Ped. X—Walk	. 2		SO STAL	\$3,400
TOTAL ANNUAL COSTS		\$64,283					
·		•					•
ROAD SECTION Innes Rd. from By-Pass to	By-Pass		LIFE CYCLE COSTING Contributions to Reserves for Capital Expenditures		•	٠	
, read length		31		I ENGTH (m)	COST/METER LIF	E CYCLE	TOTAL
avg annual maint cost/km Road	TOTAL	\$12,545 \$38,889	Road Rehabilitation - Resurtacing	3,100	\$38	12	\$22,733
No. of traffic <b>light signals</b> Annual cost/signal Traffic Signal	TOTAL	\$2,612 \$13,051	Trzifie Centrol	No. of Intersect	Cost/signal lif	E CYCLE	
Rehabilitation cost		522,733	— Signals 1. Innes & SouthPark 2. Innes & Bearbrook	5	`SS5.000	50 TAL	\$8,500 \$22,733
Life Cycle TOTAL ANNUAL COSTS		574,663	2, innes & Searbrook 3, Pedastrian signal — not i 4, innes & OrientPark 5, innes & Navan	nctuded	10	IAL	322,700
ROAD SECTION Jeanne D'Are Sivel, from Hwy road langth avg annual maint cost/km Road	y 17 to Orlea	2.1 315,932 \$33,457	LIFE CYCLE COSTING Contributions to Reserves for Capital Expenditures Road Rehabilitation		OSTIMETER UFF		OTAL \$28.950
No. of traffic light signals		4	Resurfacing	2,100	\$154	12	\$20,80U
Annual cost/signal Traffic Signal	TOTAL	\$2,612 \$10,449	Traffic Control - Signals	No. of Intersect	OST/SIGNAL LIFE \$85,000	CYCLE	\$6,800
Contribution for life cycle rehabilitation cost		\$33,750	t, Jeenne D'Arc & Vineyerd 2. Jeanne D'Arc & Voyageur		. тот		\$33,750
TOTAL ANNUAL COSTS	•	\$77,858	S. Jeanne D'Arc & Paddler 4. Jeanne D'Arc & Orlsans (f	<b>৩</b>	,0.		
•		•					
ROAD SECTION Orleans Blvd, from Jeanne D'/	Are to St.Jos	eph	LIFE CYCLE COSTING Contributions to leseves for Capital Expenditures		છ		•
road length avg annual maint cost/km	OTAL -	1.2 515,932 519,118	Road Rehebilitation	LENGTH (m) CC	STIMETER LIFE	CYCLE TO	TAL
•	~ · ^ _	318,110	- Resurfacing	1,200	S154	12	\$15,400
Contribution for life cycle rehabilitation cost		\$15,400	•				
TOTAL ANNUAL COSTS	-	\$34,518					
ROAD SECTIONS							
Bearbrook Road from Montres ruses Rd. from By-Pass to By	ul Rd. to inn		64,283 74,683				

700.30A9

Jeanne D'Arc Blvd, from Hwy 17 to Orleans Blvd. Orleans Blvd, from Jeanne D'Arc to St.Joseph

# ATTACHMENT 2

# PRELIMINARY COST ESTIMATE

# INNES ROAD THROUGH BLACKBURN HAMLET FROM TAUVETTE STREET TO 100 M EAST OF CLEROUX ROAD

ПЕМ	UNIT	PRICE	QUANTITY	AMOUNT
Earth excavation	m³	\$6.53	62,500	\$408,125.00
Granular A	t .	9.25	16,000	148,000.00
Granular B, Type II	· t	6.25	58,000	362,500.00
Hot Mix	τ	29.63	12,000	355,560.00
Concrete Curb	m	33.20	5,500	182,600.00
Concrete Sidewalks	m²	35.00	8,800	308,000.00
Topsoil and Sod	m²	5.00	25,000	125,000.00
150 mm Subdrain	m	15.54	5,000	77,700.00
Storm Sewer	LUMP	SUM		450,000.00
Road Lighting	LUMP	SUM .	•	175,000.00
Traffic plant (five locations)	LUMP	SUM		. 450,000.00
Landscaping	LUMP	SUM		100,000.00
SUB-TOTAL				\$3,142,485.00
25% Miscellaneous, Engineering and Contingencies				785,621.00
TOTAL				\$3,928,106.00

KANATA

August 28, 1995

File: 1545-24

Regional Municipality of Ottawa-Carleton Transportation Department (MC 25) 4th Floor, 111 Lisgar Street Ottawa, Ontario K2P 2L7

Attention: Mr. Clive Campbell

Dear Sir:

Re: Regional Road Assumptions

This letter is in response to your meeting of August 23, 1995 with Mr. Andy Ruta, P.Eng., of Ruta Engineering, and Stuart Moxley, Development Supervisor with the City of Kanata, regarding the report to go to the Regional Transportation Committee meeting on September 20, 1995, and subsequent telephone conversation.

### Proposed Additions To The Regional Road System:

1. Thomas Dolan Parkway - RR #9 (Dunrobin Road, westerly to City limits)

The City supports the proposed transfer. We also feel that the additional transfer of the section of Thomas Dolan Parkway east of RR #9 (Dunrobin Road) to RR #2I (Sixth Line Road) can be justified on the same basis as the portion currently recommended for addition (Criterion 8) and also on Criterion 4 as the road will provide barrier service across the Constance Lake/Creek wetlands.

### 2. Huntmar Drive

We concur with the addition of Huntmar Drive from Palladium Drive north to the new 417/Palladium Drive access ramp.

3. Palladium Drive - Terry Fox Drive to Hwy. 417

We concur with the addition of Palladium Drive.

### Roads Recommended For Deletion From The Regional System

Riddell Drive - RR #109 and Sixth Line Road (RR #21)

We do not support the recommendation to delete these roads.

There is disagreement between the City and the Region regarding the interpretation of the Provincial Policy for Regional Roads. We contend Riddell Drive and the Sixth Line Road provide barrier service with respect to Constance Lake, Constance Creek and the CNR and are, therefore, acceptable under Criterion 4. Further, the connection of the Department of National Defence facilities on Riddell Drive, as well as the YM/YWCA camp and Pinhey's Point Park to the Regional system would meet the requirements under Criterion 2.

### Other Roads - Special Consideration

### Katimavik Road

We understand that Katimavik Road, while not currently meeting the criteria for inclusion in the Regional System will be reviewed after the opening of the Palladium.

The success or failure of the Palladium traffic management plan will be a major factor when the road is re-evaluated.

### <u>Finance</u>

Further to your request, please be advised that the City currently, on an annual basis, budgets approximately \$2,500 per lane kilometre for road maintenance.

Please note that the portion of Palladium Drive between First Line Road and Huntmar Drive is not and never has been maintained by the City of Kanata. The road maintenance costs should, therefore, not be included when calculating tax point transfers.

I trust this clarifies our discussions and provides you with the additional information you requested. I also trust these comments will be incorporated into the addendum of the report to the Transportation Committee.

Yours truly

R. William Arthur, P.Eng. City Engineer (Acting)

### RWA/jkl

CC:

Bert Meunier, CAO Stuart Moxley, Development Supervisor Andy Ruta, P.Eng. - Ruta Engineering



June 30, 1995

Ms. Rosemary Nelson Transportation Committee Coordinator Regional Municipality of Ottawa-Carleton 111 Lisgar Street Ottawa. Ontario K2P 2L7 PUBLIC WORKS DEPARTMENT A.C. Bellinger, P.Eng. Commissioner

Nepean Civic Square 101 Centrepointe Drive Nepean, Ontario K2G 5K7

Engineering Division Tel: 613-727-6631 Fax: 613-727-6694

File Number T01-01-TRA, T01-03-ROA

Dear Ms. Nelson:

### Re: City of Nepean's response to Regional Road System Review

Nepean's Public Works Committee at its meeting on June 29, 1995 considered and approved the recommendations contained in Public Works Department Report No. 077-95 as the City's response to the Region's review of the Regional Road System.

We would appreciate if you would circulate copies of this report to the members of Transportation Committee so that they might have an opportunity to review the report prior to consideration of the Region's Transportation Department report on this subject which we understand will be considered by Transportation Committee on July 5, 1995. We also intend to be represented at this meeting and make a presentation to Transportation Committee on this item.

Thank you for your assistance in this matter.

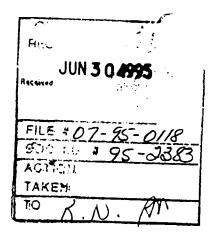
Yours truly

Gary J. Craig, P.Eng. Director of Engineering

GJC/cjb

Attach.

c.c. M.J.E. Sheflin, Regional Transportation Commissioner
L. Shallal, Director, Transportation Planning Division
Mayor & Members of Council
R.R. Letourneau, Chief Administrative Officer
A.C. Bellinger, P.Eng., Commissioner of Public Works
B. Clark, Director of Operations



# THE CORPORATION OF THE CITY OF NEPEAN PUBLIC WORKS COMMITTEE JUNE 29, 1995

Submitted by: A.C. Bellinger, P. Eng., Commissioner of Public Works Prepared by: A. C. Bellinger, P.Eng., Commissioner of Public Works Extension No. 350

### Public Works Department Report No. 077-95

### SUBJECT:

Classification of Regional and Local Roads - Transfer of Roadways to/from the Regional Municipality of Ottawa-Carleton File No. T01-01-TRA; T01-03-ROA

### LOCATION:

The entire Municipal transportation network

### **RECOMMENDATIONS:**

- 1. That material transfers to or from the local network and to or from the Regional Municipality of Ottawa-Carleton (RMOC) be subject to a transfer of net maintenance funding through local and Regional mill rate adjustments. That in evaluating changes to the Regional network that the additions to the Regional network and deletions from it of existing roadways be considered separately from the growth in the network when determining the net financial implications of transfers between the upper and lower tier governments.
- 2. That RMOC and the Ministry of Transportation of Ontario be encouraged to consider the function of the roadway in accommodating public transit and the continuity of maintenance as criteria in evaluating the classification of the roadways within the network of the upper tier municipality.
- 3. That RMOC be advised that the City of Nepean are willing to accept both MacFarlane Road from Prince of Wales Drive to Merivale Road; and Knoxdale Road from Woodroffe Avenue to the westerly limit of Arlington Woods into the local roadway network subject to agreement on Recommendations No. 1 and 11.
- 4. That the City of Nepean accept Corkstown Road from Moodie Drive to Eagleson Road in the local network, subject to consideration of closing of sections of the roadway as outlined in this report and further subject to Recommendations No. 1 and 11.
- 5. That RMOC be asked to retain Meadowlands Drive in the Regional network for the reasons outlined in this report, and that Cedarview Road remain in the Regional network until its function is better understood after the opening of Highway 416.
- 6. That RMOC accept Timm Drive from Moodie Drive to Eagleson Road in the Regional network. If this recommendation is not acceptable to RMOC that the Commissioner of Public Works and the City Solicitor be authorized to commence the process for the closing of Timm Drive in its entirety.
- 7. a) That RMOC accept Richmond Road from Eagleson Road to Fallowfield Road in the Regional network for reasons outlined in this report.

Item No	Page No.
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- b) That RMOC accept Trail Road including its extension south along Old Cedarview Road to Barnsdale Road.
- 8. That the City Solicitor be directed to pursue the appeal process available to the City of Nepean if the relevant recommendations of this report are not accepted by RMOC.
- 9. That RMOC be asked to further review classification of roads not included in their consultants report (such as Bayshore Drive) and report further to Regional Council after consultation with the area municipalities.
- 10. That further studies be carried out to develop options for Council to restrict traffic flow and limit traffic to local generators to the extent possible on any portions of the network transferred from the Region to the City of Nepean.
- 11. That any portions of the Regional network transferred to the local municipality be in condition which will not require major rehabilitation within a 5 year period.

### REPORT:

### Background:

The roadway network within the Regional Municipality of Ottawa-Carleton is approximately 10,600 lane kilometres of which approximately 2,680 lane kilometres are presently considered Regional roads.

In 1992, the Ministry of Transportation of Ontario developed and provided to all municipalities new criteria for the determination of which roadways should be part of the Regional network. These consist of eight classification criteria which are listed in **Attachment No. 1**. The function of the roadway network in carrying public transit, while acknowledged as a Regional function, is not a criteria for classifying the Regional roadways within the network. Volume of traffic and continuity of the roadway for maintenance are not directly assessed in applying the criteria. It is not intended to provide extensive written explanation of these criteria in this report; however, the presentation to Public Works Committee will include the Department's views on how the criteria should be interpreted and applied to the evaluation of the network.

In 1992, the Region began a study to review the classification of the Regional network and retained UMA Engineering Ltd. to produce a report arising out of a review of the Regional road system. It was intended that this review would use the M.T.O. criteria and that the Regional network would be evaluated in accordance with that criteria. That report has now been submitted to the Public Works Department in draft form, and it is intended that the Regional Transportation Committee will receive the recommendations of the Regional Transportation Department on July 5th, 1995 and seek to have Council's approval of changes to the Regional road network on July 12th, 1995. In assessing the overall impacts on the network, it is significant that the Region of Ottawa-Carleton have considered as additions to the network those parts of the Regional road network which arise in response to traffic growth. There is no acknowledgement that the Region of Ottawa-Carleton is a growing municipality, and that the impacts of growth will inevitably result in increases to the network. These parts of the network should be treated as an entirely separate issue through the rationalization of responsibility for the existing network when determining the impacts on the local roadway network and the financial implications for the local municipality in assuming a more lengthy roadway network.

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In addition to the M.T.O. criteria for the classification of roadways, Regional Council has specified six main objectives for transportation in Ottawa-Carleton as follows:

- 1. To provide an integrated transportation system, made up of complementary public transit and road systems, which supports and meets the needs of the desired development pattern.
- To provide a safe, convenient and efficient transportation system which provides a high level of road and public transit accessibility to major centres of activity throughout Ottawa-Carleton.
- 3. To achieve a level of transit share of travel in each major corridor such that all residual travel can be accommodated on the road facilities provided for in this Plan.
- 4. To adopt a level of service standard for the road system during weekday peak periods of travel which will result in a high level of utilization of the road system capacity, but will not involve substantial delays and low travel speed. This condition generally describes an operating level of service "D" as defined by transportation engineers.
- 5. To consider areas of environmental sensitivity in the development and operation of the transportation system.
- 6. To contribute to energy conservation by operating a transportation system which is energy efficient.

In this regard, it is significant that Objective No. 2 refers to a **high level** of road and public transit accessibility to major centres of activity, and this is significant in evaluating at least some parts of the Nepean network.

Objective No. 4 refers to level of service issues and senses an objective that the roadway network should operate at a level of service "D".

### Proposed Changes to the Regional Network

### 1) Richmond Road

The section of Richmond Road (Regional Road 10) east of Eagleson Road and proceeding north to Fallowfield Road is a local Nepean roadway a length of 6.7 km. This roadway was taken under local municipal jurisdiction when Eagleson Road was reconstructed in the early 1980's to accommodate the Provincial Plowing Match and Eagleson Road was assumed by Region of Ottawa-Carleton. Currently Richmond Road between the Village of Richmond and Fallowfield Road carries a volume of approximately 5300 vehicles per day in both directions compared to the volume on Eagleson Road between Regional Road 10 and Fallowfield Road of (3400) vehicles per day. Richmond Road justifies classification as an urban arterial extension (Criterion 7). Continuity in the Regional network system supports the logic that this roadway should be under Regional jurisdiction. It clearly meets criterion two that being a King's Highway, upper tier road connector, which serves more than one municipality within the Region. It is a primary transportation corridor and fulfils the criteria of (continuous roadway service) as part of an upper tier network, it is also part of a barrier service providing access to bridge crossings of Jock River. As a barrier service it parallels the Jock River and a railway (Criterion 4).

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It can be argued that Richmond Road provides urban cell service between the Village of Richmond and the employment commercial centres of the Bells Corners area. Eagleson provides a separate connector function to **other** employment centres and will be less significant as Highway 416 reaches completion.

RMOC take the position that Eagleson and Richmond are PARALLEL facilities only one of which is needed. They are not parallel but two divergent roadways serving different but significant urban cells in Kanata and Bells Corners.

To perhaps over simplify the technical analysis, it is a fact that Richmond Road proceeds in one form or another all of the way from Franktown to Central Ottawa with this being the only piece in local municipal jurisdiction. The roadway has recently been reconstructed to a condition compatible with its use as part of the Regional network.

# 2) <u>Knoxdale Road (Regional Road 52) between Woodroffe Avenue and the Westerly Limit of the Arlington Woods Community</u>

It is proposed that this section of Knoxdale Road be removed from the Regional system. The staff of the Public Works Department agree with this recommendation, since it has long been an understanding that when Hunt Club Road was placed in service it is capable of carrying regional traffic that Knoxdale Road should be a local roadway with appropriate measures taken to restrict it's traffic to local use, and re-define the levels of service for maintenance.

# 3) <u>Cedarview Road (Regional Road 23)</u>

It is proposed by the Region of Ottawa-Carleton that Cedarview Road between Fallowfield Road and Baseline Road be deleted from the Regional system because of the availability of Highway 416 and the ability of both Moodie Drive and Greenbank Road to continue in the Regional System to provide cell and barrier service. The Public Works Department believe that this recommendation is premature and that it is likely that the section of Cedarview Road north of Knoxdale Road (between Knoxdale Rd. and Baseline Rd.) may, subject to monitoring, appropriately be a local road in the future.

It is likely that the section of Cedarview Road between Fallowfield Road and Knoxdale Road will continue to function to connect the Barrhaven Urban Centre to the King's Highway. It is necessary to monitor traffic movements after the opening of Highway 416 to determine the volume of Barrhaven traffic which will choose the unlikely alternative of driving west on Fallowfield Road to connect to Highway 416 at Moodie Drive, rather than north on Cedarview Road to connect to Highway 416 at Knoxdale Road. It may therefore be appropriate for Cedarview Road at least between Fallowfield and Knoxdale to remain in the Regional system, we believe this decision should be subject to further monitoring after all of the new infrastructure is in place.

It is significant that Highway 416 does not have a full interchange to Baseline Road. When volumes on either section drop to levels consistent with appropriate local needs, the issue should be revisited.

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# 4) Timm Drive between Moodie Drive and March Road

Independent analysis indicates that Timm Drive currently carries only 240 VPH in the peak hour. An analysis of the Eagleson Road "screen line" includes Carling, Corkstown, Queensway, Timm and Robertson. The capacity of this screen line is 7400 VPH in one direction, the current volume is 5500 VPH. Timm and Corkstown each provide capacity of about 600 VPH though the current volumes are only about 300 VPH on both facilities. Closing of these roads would require the construction of at least one lane additional capacity in the Regional network by 1997.

The City of Nepean have asked that Timm Drive be included in the Regional road network. The Region of Ottawa-Carleton take the position that this facility does not satisfy regional criteria in particular the spacing requirements which dictate the number of roads providing urban cell service. The simplified explanation is that Carling Avenue and Robertson Road are capable of carrying all of the east/west Regional traffic and that with Highway 417 the system can function adequately without depending upon Timm Drive or Corkstown Road.

The Region of Ottawa-Carleton suggest that they would revisit this classification in the future in conjunction with Katimavik Road in the City of Kanata.

The length of this road is 3.9 kilometres with one lane in each direction. There is an annual maintenance cost (winter and summer) of approximately \$33,000 and an additional annualized capital cost of \$33,000. The roadway serves no functional purpose within the Nepean network and in the view of the Public Works Department serves only a Regional inter-municipal function between two urban communities and employment centres. The roadway is in immediate need of substantial capital improvement, which cannot be recommended as a budget priority to the Nepean Council. The Public Works Department strongly recommends that the City of Kanata and the Region be put on notice that the City of Nepean intend to take the necessary steps toward a closure of Timm Drive throughout it's entire length between Eagleson Road and Moodie Drive, if it is not assumed by RMOC.

# 5) Corkstown Road between Moodie Drive and March Road

This facility is currently under Regional jurisdiction. The Region of Ottawa-Carleton take the position that this road does not meet regional criteria. Based on analysis of cell densities and spacing requirements for adequate service and a review of volumes, the Public Works Department agree with this conclusion. However, Corkstown Road includes some steep slopes, long curves and railway crossing which are significant considerations particularly for winter maintenance. It is difficult to justify the level of attention it requires relative to the low traffic volumes it serves and the uses which access it. It is recommended, by the Department, that serious consideration be given to closing Corkstown as a through road joining March Road and Moodie Drive. Portions of the road at each end can be left open to satisfy access needs for existing uses. The incremental maintenance and capital costs to Nepean to keep this roadway in full service would be approximately \$60,000.

### 6) Bayshore Drive between Highway 417 and Carling Avenue

This roadway was not evaluated as part of the Regional network, however the Public Works Department are satisfied that it meets criteria one as an urban centre connector and it acknowledges that it carries volume of 17000 vehicles per day. It is imperative that the Region of Ottawa-Carleton re-evaluate this roadway for consideration of it's inclusion in the Regional network. Independent analysis by a transportation consultant supports this conclusion.

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# 7) Meadowlands Drive between Prince of Wales Drive and Woodroffe Avenue

The Region of Ottawa-Carleton take the position that this roadway should be deleted from the Regional system on the premise that the adjacent parallel Regional roads (Baseline Rd. and Hunt Club Rd.) provide appropriate and adequate cell service. Meadowlands Drive carries in excess of 14,000 vehicles per day and in parts of it's length as many as 155 public transit vehicles in each direction per day. Independent analysis indicates that 40% of the volume west of Merivale and 65% of the volume between Merivale and Fisher Avenue is through traffic with destinations east of the Rideau River. Transit Routes 86 and 111 use Meadowlands to provide collector service between major transit stations at Baseline Road and the Elmvale Acres Station.

The City of Nepean have retained professional expertise to evaluate the impact on Baseline Road if Meadowlands Road was removed from the Regional network and reconfigured by the municipality in such a way as to remove Regional traffic from it. This would involve a significant expenditure by the City of Nepean in installing traffic calming and movement restrictions on both the Meadowlands Drive and Norice/Viewmount corridors. Significant traffic shift would occur to Baseline Road which is at capacity and forecast to suffer from degradation of service below level of service D even with Meadowlands fully functional as a Regional road.

Meadowlands Drive requires a level of maintenance, particularly under winter conditions to provide Regional level of service for high volumes of traffic and public transit (bare pavement at all times, curb to curb). The City of Nepean are not structured to render this level of service at this time and would require significant investment in both equipment and manpower to provide this level of service if the roadway were to continue to serve a Regional function.

We believe RMOC and their consultant have erred in their evaluation of the roadway. In M.T.O.'s classification criteria #6 it is stated that "In a central business district of major urban centres, spacing (of upper tier facilities) less than 1200 metres may be considered to reflect the existing traffic pattern and classification. Refer to the municipalities official plan". Urban cell densities are between 30 - 50 persons/hectare and the spacing between Baseline and Hunt Club is 2.7 km and they are separated by a railway (barrier). Therefore Meadowlands qualifies for upper tier classification. The Department contends it meets criteria; (1) urban centre connector, (2) upper tier road/King's Highway connector, (4) barrier services, and (6) urban cell service. This conclusion is supported by independent analysis.

The Public Works Department feel strongly that it is essential that Meadowlands Drive remain in the Regional roadway network. To place it under local jurisdiction with the same level of service would entail additional expenditures for the City of Nepean of approximately \$114,000 annually.

#### **LEGAL IMPLICATIONS:**

The City Solicitor has advised that the City of Nepean have rights of appeal to Regional decisions which Council find unacceptable. It is appropriate that strategy for legal action in this regard be the subject of a briefing of Council in camera.

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### FINANCIAL IMPLICATIONS:

The assumption of additional network by Nepean as proposed by RMOC would result in incremental costs to Nepean for both routine winter and summer annual maintenance and for capital rehabilitation such as re-surfacing, curb replacement and drainage repairs. These incremental potential annual costs are estimated to be as follows:

### **NEPEAN INCREMENTAL COSTS**

ROADWAY	LENGTH KM	OPERATING GROSS COSTS ANNUALLY	ANNUALIZED REHABILITATION CAPITAL COSTS
Meadowlands	4	\$114,000	\$ 40,000
Knoxdale	3	\$44,000	\$ 25,000
MacFarlane	1.7	\$ 14,000	\$ 14,000
Corkstown	4	\$ 33,000	\$ 27,000
Cedarview	6.5	\$ 75,000	\$ 54,000
TOTALS		\$280,000	\$160,000

No additional subsidy from M.T.O. should be anticipated and hence all costs would translate to mill rate increases.

If RMOC are willing to assume the roads requested by Nepean transfers from Nepean's mill rate generated expenditures would be estimated as follows:

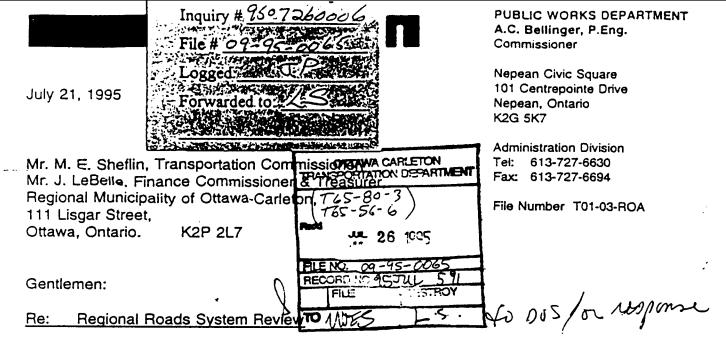
# POTENTIAL REGIONAL INCREMENTAL COSTS

ROADWAY	LENGTH KM	OPERATING GROSS COSTS	ANNUALIZED REHABILITATION CAPITAL COSTS
Bayshore	0.5	\$ 14,0000	\$ 5,000
Timm	4	\$ 33,000	\$ 33,000
Richmond	6	\$ 70,000	\$ 50,000
Old Cedarview Trail	0.5	\$ 4,000	\$ 2,000
TOTALS		(\$121,000)	(\$90,000)

### ATTACHMENTS:

- 1. M.T.O. Criteria/Classification Principles
- 2. Location Plan Richmond Road.
- 3. Location Plan Knoxdale Road.
- 4. Location Plan Cedarview Road.
- 5. Location Plan Timm Drive, Corkstown Road, and Bayshore Drive.
- 6. Location Plan Meadowlands Drive.
- 7. Location Plan Trail Road/Old Cedarview Road.

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At its meeting of July 5, 1995, the Regional Transportation Committee approved a motion deferring consideration of the report on the Regional Roads System Review until September 20, 1995 so that negotiations could take place to resolve any financial impacts on the local municipalities.

We are pleased to know that even if all of the recommended road transfers are approved, it is now recognized that the capacity to absorb the tax impact should also be transferred. We assume this to include all costs which are supported in one way or another by the mill rate.

If your report is adopted as is, we estimate the annual cost impacts on Nepean as follows:

Meadowlands Drive  Knoxdale Road	\$154,000	
MacFarlane Road	\$ 69,000	
	\$ 28,000	
Corkstown Road	\$ 60,000	
Cedarview Road	\$129,000	
Trail Road (to R.M.O.C.)	R.M.O.C. currently maintains	
Old Cedarview Road (to R.M.O.C.) - Trail Road to Barnsdale Road	(\$ 6,000)	
TOTAL	\$434,000	

In addition, we expect to define with you for each road section the minimum condition we expect it to be in at the time of transfer including physical alterations which may be required to change the roadway characteristics to that of a local road.

As you know, Nepean's Public Works Committee adopted a report on June 29, 1995 which opposed certain transfers and recommended others be considered further. We hope that with

a different perspective on financial implications, you might be willing to review further with us these areas of difference. They can be summarized as follows:

- Meadowlands Drive should remain in the Regional network
- Cedarview Road (Fallowfield to Baseline) should be deferred until traffic patterns resulting from Highway 416's opening are established
- Bayshore Drive, Timm Drive, and Richmond Read (south of Fallowfield) should become Regional roads

We remain of the view that Nepean's position on each of these road sections accords with the M.T.O. criteria. Our consultant, who has reviewed our concerns, supports our position. We remain open to sharing the details of that position should you be prepared to meet further in this regard.

Our estimate of the annual costs impacts on the Region for Bayshore Drive, Timm Drive and Richmond Road are as follows:

Bayshore Drive	\$ 19,000	
Timm Drive	\$ 66,000	
Richmond Road	\$129,000	
TOTAL	\$205,000	

Again, consideration would have to be given to the minimum condition you expect before transfer.

In any event, prior to September 20, 1995 we would appreciate a written response from Regional staff to the individual recommendations adopted by Nepean's Public Works Committee on June 9, 1995.

Yours truly

L. W. Russell,

Commissioner of Finance

A.C. Bellinger, P. Eng.

Commissioner of Public Works

WGC/cp

c.c. C. M. Beckstead, Chief Administrative Officer, Regional Municipality of Ottawa-Carleton

R. R. Letourneau, Chief Administrative Officer, City of Nepean



### THE CORPORATION OF THE TOWNSHIP OF OSGOODE

August 2, 1995.

Regional Municipality of Ottawa-Carleton Transportation Department Ottawa-Carleton Centre, Cartier Square 111 Lisgar Street Ottawa, Ontario K2P 2L7

ATTN:

Mr. Donald Stephens, P.Eng

Manager, Strategic Planning Branch

Transportation Planning Division

Copie Copy

Dear Sir,

# Re: Regional Road System Review Study

As per your request on Item 1, we have estimated our annual maintenance cost for the proposed addition of Regional Road #29 to increase by \$24,400.

On Item 2, our assessment of need and cost estimate for capital improvements are as follows:

- Structure No. 8212 (see estimate attached) \$ 10,000

- Kenmore Catch Basins and Sewers (see estimate attached) \$181,700

Most Northerly Culvert Replacement, 450 Dia R.C.S.P. \$ 3.500

TOTAL CAPITAL COST \$195,200

If you require additional information please do not hesitate to call me at 821-2357.

Yours truly,

Arie Bakker

Works Superintendent



# KOSTUCH ENGINEERING LIMITED

CONSULTING ENGINEERS
601-1290 OLD INNES ROAD - OTTAWA - ONTARIO - KIB SIMB
612-744-2065 FAX 612-744-8977

August 2, 1995 File No.: 2506

Township of Osgoode P.O. Box 130 8243 Victoria Street Metcalfe, Ontario KOA 2P0

Attention: Mr. Arie Bakker

Dear Sir.

Re: Regional Road 29 from Regional Road 6 to Regional Road 4

The undersigned, together with Mr. John Garyfalakis, P. Eng., Director of Structural Engineering, have looked at all the culverts and bridges on this section of the road.

Our findings were very much the same as the Regional Condition Report submitted to you in June, 1995. The structures are in fair to excellent condition, and none will require replacement in the near future.

The bridge over the South Castor River will require some repairs to the barrier walls and to the ballast wall at the south east corner of the bridge. Previous repairs to these areas are not holding, and most patches are either loose or have already fallen off. We estimate that repairs to these areas may cost as much as \$10,000.00.

The other item not included in this report is the storm sewer through Kenmore. An earlier estimate based on length only was in the order of \$180,000.00

I trust that this is the information that you require.

Yours very truly,

KOSTUCH ENGINEERING LIMITED

JGL/kg

J. Gilles Leduc, President.



# KENMORE STORM SEWERS PRELIMINARY ESTIMATE

	units		price			
Length of Main Sewer		600		175	10	5,000
Manholes		7		3,000	2	1,000
Catchbasins incl. leads		20	1	1,600	3	2,000
Sub-total					15	8,000
Engineering & Contingencies 15%					2	23,700
Fudiveruid & courtinger co.						
Estimated total cost					18	31,700

Prepared by: Kostuch Engineering Limited May 18, 1995



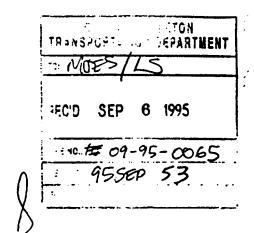
111 SUSSEX OTTAWA, ONTARIO KIN 5A1 (613) 564-2804 FAX NO. (613) 564-4617

LTP-TPF:tpf EW-2040-30/R9

August 31, 1995

Mr. M. Sheflin
Commissioner of Transportation
Transportation Department
Regional Municipality of
Ottawa-Carleton
111 Lisgar Street
Ottawa, Ontario
K2P 2L7

Dear Mr. Sheflin:



# Re: Regional Road System Review

Further to your meeting with staff from this Department held on August 24. 1995, our comments regarding the proposed additions and deletions to the Regional road system are as follows:

# 1. Principle of the Road Transfers

We agree that it is advisable to examine the function of the upper and lower tier road networks to confirm the appropriate jurisdictions for specific roadways, and if necessary, effect the transfers in an orderly fashion. However, any road transfers between our respective jurisdictions must also account for the full lifecycle costs. The Transportation Department's Regional Road System Review is silent on this issue and before any transfers occur, this matter must be resolved. It is our position that the net impact on our respective budgets must be zero.

# 2. Road Additions and Deletions

Walkley Road (new alignment) between Russell Road and Highway 417, and Hawthorne Road extension between Russell Road and Walkley Road should not be included in the calculations for maintenance costs as these are new road sections which are not currently under City jurisdiction.

It was agreed at the August 24th meeting that the recommendation to add Besserer Street to the Regional road network will be subject to finalization of the review of transferring the southbound truck route onto Waller Street.

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It was also noted at the meeting that the transfer of MacKenzie Avenue to the Region has implications for two agreements between the City and the National Capital Commission. The two separate agreements (an easement agreement, and a maintenance and liability agreement) relate to the installation and continued existence of the Confederation Boulevard standard improvements.

### 3. <u>Cost Estimates</u>

The cost estimates for the proposed road transfers should be based on full lifecycle costs, comprised of; maintenance, overlay and reconstruction. In summary, our annual estimates are:

Item	Region to City:	City to Region
Maintenance **	\$ 575,532	\$ 51,360
Overlay	\$ 396,828	\$ 35,425
Reconstruction	<b>\$</b> 458,060	\$ 40.800
Totals	\$1,430,420	\$ 127.585

\*\* The maintenance cost estimates exclude road signage, line painting and traffic control signal maintenance. Awaiting figures from the RMOC Transportation Department

The net annual lifecycle impact on the City of Ottawa is \$1.302.835.

As the Transportation Department is the City's contractor for road signage, line painting and traffic control signal maintenance, you are requested in accordance with past practice, to provide a net cost estimate of the impact of the proposed road transfers on these items. These figures will then be used to arrive at a final overall cost estimate for the road transfers.

Should the road transfers occur, a reduction in Regional taxes on City residents is recommended to cover all lifecycle costs, signage, line painting and traffic control signal maintenance in order to allow for an equivalent increase in City taxes. This would be along the lines of the recent transfer of responsibilities for solid waste and police to the Region, whereby the Regional tax base was increased.

Given the financial magnitude of the transfers and a net addition to the City of Ottawa of 39,890 lane metres of roads, we consider it vital that the full cost impact is accounted for in the transfers. Otherwise, the recommendations will have a severe and negative impact on our operating and capital budgets.

### 3. Road Classifications

Traditionally, the Region has owned arterial roads and if the recommendations of the Regional Road System Review report are approved, this tradition would be altered. If roads that are proposed for transfer to the City continue to function as arterials, we recommend that they remain under Regional jurisdiction. A case in point is Tremblay Road which is proposed for transfer to the City. Regional Council Deferral No. 25 of the City's Official Plan recommends redesignating Tremblay Road from a major collector to an arterial. Clarification of the Region's position on this matter is requested.

It is requested that our concerns be brought forward at the Transportation Committee meeting of September 20. 1995. We are prepared to make representation at the Committee.

E. M. Robinson Commissioner of

Engineering and Works

h:\streets\roadrev.let

cc: Members of Council

Chief Administrative Officer

Commissioner of Corporate Services

Commissioner of Planning, Economic Development

and Housing

Director of Engineering Director of Operations

A/Director of Licensing, Transportation and

Parking



July 17, 1995

Regional Municipality of Ottawa-Carleton Cartler Square 111 Lisgar Street OTTAWA, Ontario K2P 2L7

Attn:

Donald O. Stephens, P.Eng.

Manager of Strategic Planning Branch Transportation Planning Division

Dear Sir:

Please be advised that the Township is of the opinion that with the downward transfer of Torwood Drive (Thomas Dolan Parkway-Vances Side Road) and the Vances Side Road (Torwood Drive to Dunrobin Road) and the upward transfer of the Thomas Dolan Parkway (Carp Road to Dunrobin Road), there will be no appreciable effect on operational costs. We are similarly of the opinion that there is no appreciable effect on capital costs, assuming that Thomas Dolan Parkway is currently to Regional standard.

However, with the assumption of the Thomas Dolan Parkway, it is inevitable that Panmure Road including sections of Donald B. Munro Drive and Thomas Dolan Parkway (Carp Road - Lanark County) will similarly become Regional upon completion of Highway No. 417 north to the Panmure Road, a position reinforced by the Region in recent correspondence.

Should the Region insist that Panmure-Donald B. Munro Drive-Thomas Dolan Parkway, be brought up to Regional standard, as a condition of future transfer, at the expense of the Township, serious financial implications would result effectively resulting in the Township's suspension of its entire capital program over a multi-year time frame in order to accommodate a minimum two million dollar commitment. No commitment has been made by the province and based on past negotiations, the degree of assistance from the province is questionable.

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With the approval of the Regional Road System Review Report, the die is cast not only for the Panmure-Donald B. Munro Drive-Thomas Dolan Parkway section west of Carp Road to the Regional boundary becoming Regional, at significant cost to the Township, but other transfers involving Upper Dwyer Hill Road and Highway No. 17 have not yet been discussed.

It is the Township's position that the Region, MTO and West Carleton should immediately attempt to work out a logical tri-party road transfer taking into consideration the economic consequences of same prior to or concurrent with the Region's establishment of the Thomas Dolan Parkway as a major east-west corridor.

Should you have further questions or require clarification of what is being communicated herein, please contact the undersigned at 832-5644 (extension #231).

Yours truly,

William Walker.

Director of Operations.

WGW/dlf (regional road review)

cc: Mayor Eastman and Members of Council Regional Councillor B. Hill