

**1. OTTAWA RIVER PARKWAY BUS STOPS - PROPOSED AMBLESIDE COMMUNITY
LOCATION CONCEPT DESIGN STATUS REPORT**

COMMITTEE RECOMMENDATION AS AMENDED

That Council approve that the Ambleside Community/New Orchard bus stop concept design be approved and that the final design come back to the Transportation Committee for information.

DOCUMENTATION

1. Director, Engineering Division report dated 28 January 2000 is immediately attached.
2. The following submissions immediately follow the staff report:
 - a. Earl Himes submission et al dated 16 February 2000
 - b. K. Wings submission dated 16 February 2000
 - c. R. Francis e-mail comments dated 14 February 2000
 - d. A. Cullen letter dated 11 February 2000
3. Extract of Draft Minute, Transportation Committee, 16 February 2000, immediately follows the submissions and includes a record of the vote.

REGION OF OTTAWA-CARLETON
RÉGION D'OTTAWA-CARLETON

REPORT
RAPPORT

Our File/N/Réf. Your File/V/Réf.	50 12-00-0032
DATE	28 January 2000
TO/DEST.	Co-ordinator Transportation Committee
FROM/EXP.	Director Engineering Division Environment and Transportation Department
SUBJECT/OBJET	OTTAWA RIVER PARKWAY BUS STOPS PROPOSED AMBLESIDE COMMUNITY LOCATION CONCEPT DESIGN STATUS REPORT

REPORT RECOMMENDATION

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

BACKGROUND

At Transportation Committee on 15 December 1999, staff were asked to present the concept design for the proposed bus stops on the Ottawa River Parkway in the general vicinity of the Ambleside Community to Committee prior to initiating the preliminary and detail design and the approval process.

Staff have reviewed the work and the input received on the proposal to date and have summarized the information below.

RECENT SITUATION

The Ottawa River Parkway is used as an integral part of the Transitway system linking the Southwest Transitway at Lincoln Fields to the West Transitway in Westboro. The Parkway is owned by the National Capital Commission (NCC) and the initial agreement between the NCC and the Region of Ottawa-Carleton (Region) was for the use of the Ottawa River Parkway by OC Transpo buses until the year 2004.

As part of a separate agreement between the Region and NCC, it was agreed that the use of the Parkway by OC Transpo would be extended to the year 2031 and that bus stops could be installed at two locations on the Ottawa River Parkway. These bus stops are to be situated at locations which would provide access to the high quality rapid transit services that operate along the Parkway to the highest number of residents and employees whose homes or places of work are near the Parkway.

A condition of the agreement with the NCC to allow the installation of the proposed bus stops on the Ottawa River Parkway is that the final design, which will include landscaping enhancements, must be approved by the NCC.

Taking into consideration the demographics and land use in the communities abutting the Ottawa River Parkway, the optimum locations for the proposed bus stops have been identified to be in the general vicinities of New Orchard Avenue and Dominion Avenue. The Dominion Station bus stops were completed last year and the Station was successfully opened for public use on 12 November 1999. The proposed New Orchard Avenue location will provide access to transit services for the approximate 3,000 residents in the Ambleside community.

A bus stop offering access to Transitway Routes 95 and 97 at this location would be a significant enhancement to bus service for Ambleside residents. In the morning peak period for trips to downtown, it would provide travel time advantages of up to 15 minutes and access to three times the service frequency currently available. Service to downtown is available every three minutes on Route 95 and every five minutes on Route 97: a total of 32 trips an hour. The time to downtown from Ambleside on the Parkway, via the Transitway, would be just over 10 minutes.

Currently, transit riders in this community can choose from Route 50 in the peak periods (five trips in the peak hour and about 15 minutes to downtown) or Route 2 all day (three buses per hour and 25 minutes to downtown). Alternatively, Route 2 customers can transfer to Transitway service at Westboro Station and shorten the downtown trip to 15-20 minutes.

The station to service the residents of the Ambleside community is in the concept design process and has been the subject of some community consultation and initial discussions with NCC staff.

DESIGN PROPOSAL FOR THE AMBLESIDE LOCATION

The concept design for the proposed installation of the bus stops in the general vicinity of New Orchard Avenue to serve the Ambleside community is illustrated on Figure 1, attached.

A prime consideration in the analysis and decision making process to locate the bus stops at this location was the immediately adjacent high density residential area and the ability to take advantage of the two existing Ottawa River Parkway pedestrian underpasses to provide the required safe grade separated pedestrian crossing of the Parkway to reduce construction costs.

The split bus stop arrangements minimizes the overall walking distances into the neighbourhood as far as possible and removes the requirement to widen the existing Parkway pedestrian underpass structures. The existing NCC recreational pathways which will provide the pedestrian connections between the proposed bus stops and New Orchard Avenue and McEwen Avenue will have to be reconstructed to the current NCC standards.

The Ottawa River Parkway is a free flow parkway facility with two traffic lanes in each direction. The opposing traffic lanes are separated by a wide grassed and treed median. The pedestrian activity is located on the recreation pathways which are situated at some distance from the Parkway, and are not winter maintained. The Parkway is not illuminated.

The safety of the travelling public is a prime consideration in the concept design proposal for bus stops. Buses servicing the stops will use a separate lane outside of the through traffic lanes and deceleration and acceleration lanes will be required to permit buses to safely manoeuvre out of and into the adjacent traffic lane.

DISCUSSION

The overall scope of the proposed works include: the construction of the deceleration and acceleration lanes and the lane widenings at the bus stops that are required to have buses servicing the stops safely located outside of the through traffic lanes, the construction of the bus stop platforms on both sides of the Parkway, the removal and construction of approximately 645 m. of pedestrian connections and the illumination of the bus platforms and the pedestrian connections to New Orchard and McEwen Avenues.

This concept design would require only the removal of a minor amount of vegetation at the westbound bus stop location itself.

This concept design level estimate for this proposed undertaking is in the area of \$550,000.

OC Transpo will become responsible for the year round maintenance of the Ottawa River Parkway road widenings required for the bus stops, and all the winter maintenance activities that will be required on the pedestrian connections between the bus stops and New Orchard and McEwen Avenues.

There is a problem with spring time flooding of the north side Parkway pedestrian underpass which needs to be addressed to avoid having the westbound stop becoming inaccessible and out of service for approximately three weeks every spring. This will be addressed during the detail design process.

As previously indicated all the design elements for the proposed bus stops, and the associated works, require the approval of the NCC. The proposal to construct and operate bus stops at this location has been reviewed by Commission staff who have expressed reservation about the potential negative impact and intrusion that they would have on the natural environment of the Ottawa River Parkway. They have also indicated that it is their position that the Parkway should remain unlit, and that only minimal illumination of the bus platforms and pedestrian connections should be considered, and the installation of the bus shelters at the stops would present an unsightly intrusion into the Parkway corridor. A pre-condition of any approval is that the bus stop locations would have to be extensively landscaped to mitigate their intrusion into the natural environment of the corridor.

CONSULTATION

An extensive public consultation process has been undertaken throughout the concept and functional design phases for the project.

Open house public meetings have been conducted in the various Ambleside community buildings on six occasions and general public open house meetings were held at Our Lady of Fatima School on 24 November 1998 and at the Carlingwood Public Library on 23 November 1999.

A mail drop survey was distributed to every residence or place of business in the potential bus stop passenger catchment area for the proposed stops which is bounded by the Ottawa River Parkway, Woodroffe Avenue and Richmond Road. This survey was also inserted into the local community newspapers on two occasions, and it was made available at each public open house meeting.

All the responses to the surveys, comment sheets returned from the public open houses and all the opinions and/or comments received on the proposal, including petitions, have been recorded. To date, 263 of the total 388 respondents have indicated their opposition of the proposal. A breakdown of the data and responses is provided in Appendix A.

The concerns and issues that have been received from the community include the physical intrusion and impact that the bus stops will have on the Parkway, the long walking distances between the bus stops and New Orchard and McEwen Avenues, taking into particular consideration the harsh environment of the location at certain times of the year, and the safety issues associated with the relatively isolated location of the bus stops and the pedestrian connections especially if only minimal lighting is permitted.

CONCLUSION

At this time, the concept design in this report is being finalized for a formal submission to the NCC for their review and input as required to initiate the preliminary and detail design process. Staff will report to committee on the outcome of the submission to NCC.

The nature of the design and operational issues and constraints that have been identified through the concept design phase, and expressed by the community with respect to potential negative impact that the bus stops may have on the Ottawa River Parkway, are an issue. Staff believe a considerable

investment of resources will be required to address these issues and that it may not be possible to mitigate all of the concerns, however, the bus stops will significantly improve the attractiveness of transit service and provide the residents of the Ambleside community with access to fast and frequent Transitway service.

*Approved by
J. Miller, P. Eng.*

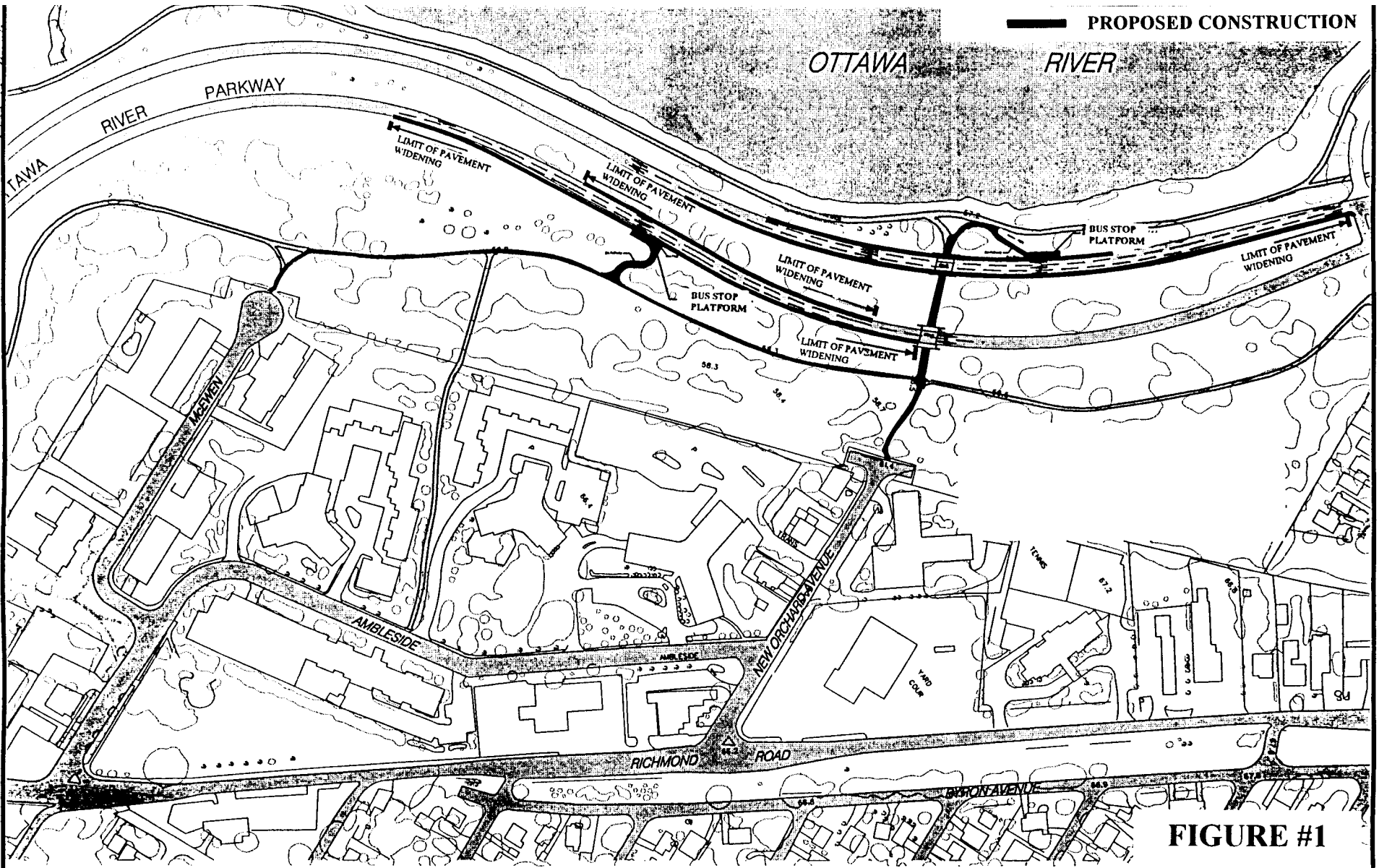
MJR/cpv

Attach (1)

APPENDIX "A"

PROPOSED BUS BAYS - NEW ORCHARD AVE. @ OTTAWA RIVER PARKWAY					
SURVEY/OPEN HOUSE RESPONSE SUMMARY					
DATE	RESPONSES RECEIVED	ATTENDEES	IN FAVOR	OPPOSED	DESCRIPTION/LOCATION
Jun 98	39		26	13	From Survey distributed in June 1998
Sep 98	31		21	10	From West End Chronicle Survey
Sep 98	50			39	Petition - from of 30 McEwen
Sep 98				2	Petition - from Ambleside community
Sep 98				9	Petition - from outside of area
24 Nov 98	6	17	2	4	Our Lady of Fatima School
17 Jun 99	3	4	1	2	31 McEwen Ave.
22 Jun 99	1	10		1	Halcyon Bldg. 1195 Richmond
24 Jun 99	4	12		4	New Orchard Lodge
24 Jun 99	63		63		Petition - from New Orchard Lodge
21 Sep 99	10	21		10	Ambleside I - 1081 Ambleside Dr.
27 Sep 99	5	23	2	3	Ambleside II - 1171 Ambleside Dr.
10 Nov 99	14	16	10	4	1100 Ambleside Dr.
23 Nov 99	5	6		5	Carlingwood Public Library
13 Dec 99	1			1	E-mail from Mr. Chris Leggett
31 Dec 99	7			7	Petition from residents at Park Pl.
28 Jan 00	149			149	Petition from residents at Park Pl.
TOTALS	388	109	125	263	

**NOTE: THESE TOTALS DO NOT TAKE INTO ACCOUNT POSSIBLE
DOUBLE COUNTING.**



PROPOSED OTTAWA RIVER PARKWAY
BUS STOPS AT AMBLESIDE

OTTAWA - CARLETON
ENVIRONMENT AND TRANSPORTATION
DEPARTMENT

SCALE N.T.S.	DRAWN BY L.A.D.	CHECKED BY VC
RT-2417	DATE JAN 2000	APPROVED BY VC

TRANSPORTATION PROJECTS BRANCH

February 16, 2000

Regional Transportation Committee
Regional Municipality of Ottawa-Carleton
111 Lisgar St.
Ottawa, Ontario
K2P 2L7

Dear Chair and Committee Members:

Re: Proposed Ottawa River Parkway Bus Stops at New Orchard Avenue

Defacing the Parkway is not only objectionable to those who live in the immediate area who have overwhelmingly opposed the construction of bus stops, it is objectionable to all who drive this beautiful Parkway. It would be objectionable to the walkers, the cyclists, the in-line skaters, the moms and dads who push their strollers along this most beautiful piece of scenery in Ottawa.

I am sure you will agree, that you have driven along this beautiful Parkway and commented to those driving with you or indeed to yourself "this is beautiful", the trees, the grass, the colours, the view of the Ottawa River are second to none in our area. No one has the right to deface this parkway, it is after all a Parkway.

From November 24, 1998 to November 23, 1999, 8 public meetings were held in the area with a total of 109 people in attendance. Of the 109 people, only 15 people were in favour of the proposed bus stops.

While taxpayers are strongly opposed to the estimated \$550,000 needed to construct these bus stops that would accommodate so few, and would transfer riders off the buses they presently use, they most certainly are more opposed to the thought of illuminated bus shelters on the horizon, they are opposed to removing grass to install bus lanes, they are opposed to removing trees, they are opposed to the noises busses would generate while stopping and starting, they are opposed to the thought of illuminating the pathways leading to the bus stops, they are opposed to the disruption of wildlife in the area, they are opposed to any thought of curtailing the flooding that would make the bus stop inaccessible for 4 - 6 weeks in the Spring. They are opposed to the plan to deface this Mona Lisa.

I am sure the Regional Government could make better use of the estimated \$550,000 needed to construct these bus stops and for the unknown dollars required to maintain the pathways in a safe and secure fashion.

Constructing bus stops on the Parkway is certainly not progress, it is a long disastrous fall backward. Attached you will find objections to the proposed bus stops from:

- Woodroffe North Community Association
- Whitehaven Community Association
- Glabar Park Community Association
- City of Ottawa, Councillor Ron Kolbus
- From Jeannine Levesque and Margaret Baxter (signature from 149 residence of Park Place opposed to this defacing)
- From Jan Buchanan -Redden
- From Suzanne Cohen
- From Ingrid Kaulbars
- From Margaret Parlor
- From Barbara Lajeunesse

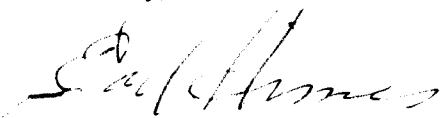
I have had telephone calls from many people opposing the bus stops including a call from Anita Mellow, who states "the Belltown Neighbours Association is opposed to the bus stops."

The Community Associations represent thousands of people opposed to this construction. I am confident that given the time, we could overwhelm your Committee with objections from most of the Community Associations in the Region.

I respectfully request that the Transportation Committee reject any proposal to deface our beautiful Parkway. If in fact you do not reject the proposal today, please defer your decision for one month so that those who object will have an opportunity to better voice the communities objections.

Thank you.

Sincerely,



Earl G. Himes
2117 Westbourne Avenue
Ottawa, Ontario
K2A 1N3
729-6277

February 7, 2000

To: Transportation Committee,
Region of Ottawa Carleton

From: Kay Rawlings, President,
Woodroffe North Community Association.

Re: Proposed Parkway Bus Stop at New Orchard

The Woodroffe North community lies just east of the proposed new Parkway bus stop and we are very familiar with the area concerned.

Our residents, even though close to the proposed stop, will be highly unlikely to use it. They will continue to use the Woodroffe and Richmond Road buses for all practical purposes. We question, therefore, the estimated ridership (over 800 a day?) that has been given. If we, who are close, don't use it, is it likely that those further away will? Why should the OTC spend all that money for riders who already use the buses at other stops? There will never be enough NEW riders to offset even the winter maintenance costs, let alone the initial development.

In our estimation, the proposed plan is very ill-conceived and inadequately researched. The OTC has concentrated its financial estimates on the cost of building the road allowances and shelter. However, that cost of over half a million dollars will be augmented by the necessary cost of altering the underpass at New Orchard to prevent spring flooding. And the total initial cost will pale in time to the ongoing costs of maintaining the pathway in wintertime. That particular stretch of the Parkway is highly affected by the prevailing wind sweeping down the river that causes high drifting even on sunny days. And in Spring, the path just west of New Orchard becomes impassable due to spring flooding. What the OTC can expect is riders on nice days from late Spring to early Fall. And no woman in her right mind will use that stop after dark. (In fact, I personally have been chastised by our local community police officer for walking that route after dark with two large dogs. He considered it too dangerous in spite of the dogs.) And, we are dismayed by what we consider a disfigurement of our beloved Parkway with a bus shelter and lights.

Our main indignation, however, is that we consider both the initial costs and the ongoing maintenance costs a very unnecessary burden on our taxes. Most of the people in our community are facing higher taxes this year because of the recent reassessment of properties. We are extremely unhappy at the thought of wasted dollars being spent on a bus stop that will never have a ridership to recoup the costs.

This is to advise you that the Woodroffe North Community Association considers the proposed plan for the Parkway bus shelter at New Orchard unnecessary, economically impractical and aesthetically displeasing. Please do not waste our tax dollars on such a poorly researched plan and ruin the loveliness of that stretch of the Parkway.



Kay Rawlings
84 Pooler Ave.,
Ottawa, ON K2B 5A5
Tel: 722-1887

WHITEHAVEN COMMUNITY ASSOCIATION

961 Dresden Cr., Ottawa, K2B 5H9

February 15, 2000

Transportation Committee,
Regional Municipality of Ottawa-Carleton

Dear Ladies and Gentlemen:

The proposal to construct bus stops and shelters near the Woodroffe exit on the Western Parkway will not directly affect the daily life of most Whitehaven residents. That being said, we do use the Western Parkway, particularly the bicycle/walking paths, the transitway stations and Parkway itself both as a route and as a recreational area.

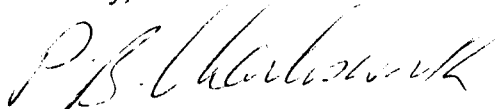
We suggest that the proposal should not be supported by the committee because the community that is closest to the location is divided, there is not overwhelming support, and we feel that the location would neither be suitable at night nor in winter. In addition, the stop and the shelters and any lighting included would add to the destruction of the recreational nature of the Parkway.

As a woman, I am reluctant to use bus stations that are well lit but isolated at night. There are many people in the community who share my point of view. There is no way that I would use a station on the Parkway in the dark. Furthermore, it would be unsafe to get off a bus on the north side of the Parkway and cross the road to the other side under poorly lit conditions. Even if the tunnel under the road were open (instead of full of ice), I certainly would not use it at night for safety reasons.

Who would use such a stop? How much time would they save compared with going to an existing stop? What would be the cost per minute of savings/person? Isn't there a better way for you to spend our tax dollars?

In summary we support those who will vote against the proposed bus stop and shelters. The only way we would vote 'yes' is if there were an almost unanimous cry of support from the immediate neighbourhood, something that has not happened.

Sincerely,



Phyllis B. Charlesworth,
President

Glabar Park Community Alliance

January 30, 2000

Regional Municipality of Ottawa Carleton
111 Lisgar Street
Ottawa, Ontario
K2P 2L7

Attention: Wendy Byrne
Councillor- Bay Ward

At the January meeting of the Glabar Park Community Alliance Board of Directors, a report was given pertaining to the proposal to create new bus stops on the Western Parkway. The bus stops would be approximately where Old Orchard Rd would bisect the parkway. The creation of the bus stops would mean adding a pull off lane, creation of bus shelters, access path improvements including lighting, as well as access path maintenance during the winter months .

The Glabar Park Community Alliance supports OC Transpo's commitment to increase the number of riders that use it's services. However, we are opposed to this particular proposal. Our reasons are as follows:

- • the parkway was not created to be a transit way. The Region should be looking into getting the buses off the portion from Lincoln Fields to where it starts near Churchill Avenue .
- the location is extremely exposed. Few riders will want to be standing near the Ottawa River when the wind is blowing. The pathway for access to the proposed west bound stop is known to flood in the spring time
- the Lincoln Fields transit station is close by with a tremendous number of buses going east and west. Woodroffe Avenue is also close with express service to downtown operating throughout the day as well as local service to Carlingwood. Having additional service in the early morning and evening along Richmond Road makes more sense.
- Orchard Lodge staff are not numerous enough to warrant a bus stop on the parkway.
- • the location is not a good place for a bus stop. The Ottawa River is known to flood the low lying areas making the west bound access difficult. The wind coming from the northwest would require some kind of barrier to be built especially in the late autumn and winter months.
- The location is isolated yet at the same time hazardous. Security concerns are already identified by the Region at certain places on the transit system. Substantial lighting would be required along the access pathways as well as the stop. The pathway intended to be used is also a shared route for cyclists. The potential for pedestrian/cyclist accidents will increase dramatically.

We believe that for these reasons as well as the amount of money necessary to make changes to upgrade the pathway does not make sense.

Yours truly,

David Morrow - President
970 Blythdale Road, Ottawa, K2A 3N7



City of
Ville d' Ottawa

Office of the Councillor
Britannia-Richmond Ward OT1

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Fax 244-5373

Bureau du Conseiller
Quartier Britannia-Richmond OT1

111, promenade Sussex
Ottawa (Ontario) K1N 5A1
(613) 244-5351
Télécopieur 244-5373

February 9, 2000

Chair and Members
Regional Transportation Committee
RMOC
By fax 560-1380

Re: Western Parkway Bus Stop at New Orchard

I urge Committee members to support Councillor Byrne's motion of February 16 to scrap this proposed bus stop location. I would attend the meeting in person, but I will be in my own Council meeting at that time. I will however have a staff person in attendance.

It is my feeling that a significant majority of affected residents do not support this stop. We are receiving many phone calls against it. I can understand their opposition, given that west-enders have deep positive feelings towards the Parkway, and wish to see it remain as it is. They do not want to see it defaced by extra paved lanes and bus stops.

This location cannot be compared to the Dominion Street stop. That one is not on the Parkway and is, for the most part, hidden from view.

In regard to the population in Ambleside and McEwen, a large majority are retired and would not have regular need for the express bus. I have been advised that residents feel reasonably served by the existing bus routes on Ambleside and Richmond Road.

The Parkway is one of Ottawa's most attractive, beautiful features. We must do everything we can to preserve it for later generations. Extra bus lanes could be the thin edge of the wedge that could eventually turn the Parkway into a multi-lane speedway.

Please support Councillor Byrne's motion to reject the New Orchard/Parkway bus stop.

Sincerely,

Ron Kolbus, Councillor
Britannia-Richmond Ward (OT1)

cc Councillor Byrne

Submission

To The

**Transportation Committee
Region of Ottawa-Carleton**

Re:

**Proposed Bus Stops on the
Parkway at the Pedestrian Underpass at New Orchard Avenue**

Submitted By:

**Margaret Baxter
Jeannine Levesque**

**On Behalf of
Residents of Park Place
C.C.C. No. 169
1025 Richmond Road
Unit 1708
Ottawa, Ontario
K2B 8G8**

Date: February 16, 2000

Introduction:

We are a group of residents who are very concerned and strongly opposed to the proposal to install bus stops on the Ottawa River Parkway (ORP) in the vicinity of the existing pedestrian underpass in the area of New Orchard Avenue.

We live at Park Place, 1025 Richmond Road, and our building is adjacent to and overlooks the Ottawa River Parkway. This is a high-rise condominium building at 28 floors and 218 units with 140 units facing the Ottawa River and impacted by the proposed bus stops in the vicinity of New Orchard Avenue. ANNEX A to this submission contains the signatures of 149 Park Place residents who are opposed to this proposed project (Signatures are on deposit with Rosemary Nelson).

Notice and Survey:

The residents of Park Place recently became aware of the proposed bus stop plans through an article in the December 2, 1999, issue of The News - Britannia/Lincoln Heights (ANNEX. B).

Regional Councillor Wendy Byrne informs us that she has held extensive public meetings in the Ward and also surveyed the views of constituents. She adds that survey forms (ANNEX C) were given out at all public meeting and that these forms were also mailed out to the area from Cleary Avenue to the Transitway and from the ORP to Carling Avenue. Despite these initiatives, residents of Park Place were surprisingly unaware of these proposed bus stops.

On January 28, 2000, Mike Richards, Transitway Section Head of the Regional Municipality of Ottawa-Carleton, informed us that there had been some confusion with respect to figures pertaining to the survey results and that the figures of 4000 responses received with 57% in favour and 43% against were inaccurate. He has now confirmed that to date there have been 239 responses recorded with 52% in favour and 48% against. He will add the 149 responses of Park Place residents who oppose the project to these statistics. This will bring the total responses received to 388, which would then reflect 68% against and 32% in favour (ANNEX D).

Cost vs. Benefits

- The estimated cost of this project is \$400,000. In addition to this cost, there will be continuing maintenance costs such as snow removal, sanding and salting of the pathways and staircases to and from these bus stops to ensure accessibility and the safety of users. The high construction and maintenance costs do not appear to be a good use of taxpayers' money for bus stops that will have low

usage.

- These stops and pathways will be in an isolated and unprotected area of the ORP and will present a security risk to users, particularly during the dark hours, despite plans to illuminate these area.
- If the time taken to walk to and from the bus stops negates any travel time saved, it is unlikely that individuals will use these bus stops. Usage will be limited to a very small number of people who live in close proximity to these stops.
- How many people will be willing to walk any distance in inclement weather to access these bus stops?
- There would be limited use of these bus stops at certain times of the year. In the Spring, the pedestrian underpasses are impassable because of flooding and in the Winter they are covered with ice. Any measures taken to alleviate these problems would add considerably to the costs incurred.
- There currently exists excellent peak period bus service on Richmond Road that serves the Ambleside community. This peak period bus service links to the Transitway only a very short distance away at Woodroffe Avenue and the Ottawa River Parkway.

Destruction of Parkland and Green Space

- The construction of asphalt acceleration and deceleration lanes and bus stop platforms on the Ottawa River Parkway will ruin the beauty of the natural surroundings and destroy considerable green space, shrubs and trees.
- The bus shelters themselves will be obtrusive.
- Illumination of the bus shelters and pathways (pedestrian connections) to the adjacent community will be an eyesore and visual disturbance. This will have a most negative impact on Park Place residents whose units directly face the ORP.
- In order to provide a secure environment for bus users, trees and shrubs will have to be removed from at least 20' away from the pathways. This will have a major environmental impact on the esthetic quality of that section of the ORP.
- The noise and pollution will increase significantly with busses starting and stopping on the ORP and this will create a significant disturbance to the

residents occupying river-facing units.

- This particular section of the ORP has one of the most spectacular panoramic views of the Ottawa River and Britannia Bay with incomparable sunsets. Park Place residents purchased their condominium units primarily for this reason and for the parkland setting and peacefulness of the area. These proposed bus stops threaten the enjoyment of our homes.

Conclusion

In conclusion, we submit that the potential limited usage of these proposed ORP bus stops does not warrant the extensive costs and the destruction of beautiful parkland and green space.

WE, THE UNDERSIGNED, RESIDENTS OF PARK PLACE, 1025 RICHMOND ROAD, ARE OPPOSED TO THE PROPOSED BUS STOPS ON THE OTTAWA RIVER PARKWAY FOR THE FOLLOWING PRIMARY REASONS:

- SAFETY, SECURITY AND PRIVACY ISSUES
- NOISE and POLLUTION
- ILLUMINATED BUS SHELTERS

- EROSION OF PARKLAND AND GREEN SPACE
- LOSS OF SPECTACULAR PANORAMIC VIEW
- ILLUMINATED PEDESTRIAN CONNECTIONS

PRINT NAME	SIGNATURE	UNIT
MAN CLARE BLUNT	Man Clare Blunt	140
J. S. ALEXANDER	J. S. Alexander	20
A. A. BLES	A. A. Bles	150
PEG MACDONELL	Mrs B Macdonnell	150
JAROMIR SMRCKA	Jaromir Smrcka	280
FRANK SMITH	Frank Smith	220
NORA PRICE	Nora Price	80
Margaret Fraser	M. J. Fraser	70
DIANE FORD	Diane Ford	70
LYLE GOLL	Lyle Goll	300
A. STAMAND	A. St. Amant	80
Jane St. Amant	J. STAMAND	200
S. EDWARDS	S. EDWARDS	400
V. RATH	V. Rath	270
A. DALE	A. Dale	30
J. M. CAMERON	J. M. Cameron	600
I. DONALDSON	I. Donaldson	170
ISABEL SCOTT	Isabel Scott	230
ED LACEY	Ed Lacey	70
J. J. SCOTT	J. J. Scott	230
M. Luedemann	M. Luedemann	270
DR Rona Reeves	Rona Reeves	250
SUSAN SEABROOK	Susan Seabrook	90
JUDEE (ELLANDER)	J. Ellander	150
EDNA ALEXANDER	Edna Alexander	20
ARNOLD A. BUCHANAN	Arnold A. Buchanan	160
Shirley Buchanan	Shirley Buchanan	160
LEIS McMASTER	L. McMaster	260
M. Thomas THOMAS	M. Thomas	80
P. DELLEVALLE	P. Dellevalle	180

WE, THE UNDERSIGNED, RESIDENTS OF PARK PLACE, 1025 RICHMOND ROAD, ARE OPPOSED TO THE PROPOSED BUS STOPS ON THE OTTAWA RIVER PARKWAY FOR THE FOLLOWING PRIMARY REASONS: Pa 0

- SAFETY, SECURITY AND PRIVACY ISSUES
- NOISE and POLLUTION
- ILLUMINATED BUS SHELTERS

- EROSION OF PARKLAND AND GREEN SPACE
- LOSS OF SPECTACULAR PANORAMIC VIEW
- ILLUMINATED PEDESTRIAN CONNECTIONS

PRINT NAME	SIGNATURE	UNIT
RODNEY LEGAULT	Rodney Legault	210.
R.P. HAMILTON	[Signature]	10.
R. McCRAE	[Signature]	1962
R. Sturup (R. STIRRUP)	Rose Egstunrip	90
F. STIRNUP	[Signature]	90
G. LEWINIWI	[Signature]	1201
JEAN LOUIS DUPRENE	[Signature]	246
MAGGIE MACE	Maggie L. Mace.	160
VERA B. FOLLIOTT	Vera B. Folliott	230
P.A. LEMIEUX	[Signature]	80
Louis Boulanger	LOUIS BOULANGER	900
ANASTASIA REGAN	Anastasia Regan	60
J. MITCHELL	[Signature]	90
L. PAL	[Signature]	100
PATRICK GAUTHIER	P. Gauthier	180
Klein Ornel	[Signature]	101
DOREEN WALLACE	Doreen Wallace	160
Fred Scott	[Signature]	200
J. J. MESSIER	J. Messier	60.
STELLA KNI EWASSER	Stella J. Kniewasser	170
Teifora zilbes	[Signature]	160
Ann Roddick	Ann Roddick	200
Ann Gauthier	Ann Gauthier	180
Harold Smith	Harold Smith	170.
Olga Leclerc	Olga Leclerc	700
RACHEL KELLY	[Signature]	2200
FRED MACDONELL	F. Macdonnell	150
BEA MACDONALD	B. Macdonald	80
FRANCES BATTLE	Frances Battle	40.
	[Signature]	70.

WE, THE UNDERSIGNED, RESIDENTS OF PARK PLACE, 1025 RICHMOND ROAD, ARE OPPOSED TO THE PROPOSED BUS STOPS ON THE OTTAWA RIVER PARKWAY FOR THE FOLLOWING PRIMARY REASONS:

Page:
No.:

- SAFETY, SECURITY AND PRIVACY ISSUES
- NOISE and POLLUTION
- ILLUMINATED BUS SHELTERS

- EROSION OF PARKLAND AND GREEN SPACE
- LOSS OF SPECTACULAR PANORAMIC VIEW
- ILLUMINATED PEDESTRIAN CONNECTIONS

PRINT NAME	SIGNATURE	UNIT:
KAREN HAWRYSH	<i>Karen Hawrysh</i>	1403
MARGARET RICHARDSON	<i>M. M. Richardson</i>	1404
MARGARET BAXTER	<i>Margaret Baxter</i>	802
<i>Melissa Langeman</i>	<i>Melissa Langeman</i>	30:
<i>Bryan ...</i>	<i>Bryan ...</i>	175
<i>Julia Prouty</i>	<i>Julia Prouty</i>	10:
JESSIE MORIN	<i>Jessie Morin</i>	2304
Debbie Boyd	<i>Debbie Boyd</i>	2103
FRANCE MARENGERE	<i>France Marengere</i>	290
FRANK DONNELLY	<i>F. A. Donnelly</i>	120
<i>Marty ...</i>	<i>Marty ...</i>	1003
Rod C. ROUSSIL	<i>R. C. Roussil</i>	180
<i>G. E. Emery</i>	<i>G. E. Emery</i>	180
GARTH WATCHORN	<i>G. Watchorn</i>	100
EUNICE WATCHORN	<i>E. Watchorn</i>	100
LISE SANCIER	<i>Lise Sancier</i>	1106
Shirley Waters	<i>Shirley Waters</i>	2401
JTOwlette	<i>JTOwlette</i>	2413
IV. SAM TOM	<i>Sam Tom</i>	607
G. BREEDYK	<i>G. Breedyk</i>	2100
E. VOIGT	<i>E. Voigt</i>	2104
ROSE KOPIK	<i>Rose Kopik</i>	1606
William Mahoney	WILLIAM MAHONEY	903
IVIVE DESLAURIERS	<i>Ivive Des Lauriers</i>	2406
Richard Bootsma	<i>Richard Bootsma</i>	2407
NANCY FLYNN	<i>Nancy Flynn</i>	302
Kenena Joyce	KENENA JOYCE	801
Patricia Lormack	<i>Patricia Lormack</i>	2707
Jane Harrington	<i>Jane Harrington</i>	2901
DEREK ROBERTSON	<i>Derek V. Robertson</i>	2700

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PRINT NAME	SIGNATURE	UNIT
A. Kerley	A. Kerley	206
T. McCool	Tom McCool	220
J. McCall-Holmes	J. McCall-Holmes	2100
Bojanka Kojucharova	B. Kojucharova	240
J. Duncan	J. DUNCAN	170
William Gillespie	William Gillespie	
Katherine Coaklan	Katherine Coaklan	20
G. Des Lauriers	G. Des Lauriers	246
S.A. Maloney	S.A. Maloney	0001
Barbara Brown	B. Brown	260
C. LEUITAN	C. Leighton	1800
HELGA VOIGT	H. Voigt	1900
KAZIEMIERA KLOPPER	K. Kloppe	190
PAT PEZOULAS	Pat Pezoulas	2000
DOUG + PAT FORGIE	D. S. Forgie	1500
Beth Ward	BETTY WARD	203
A. McFaul	Laurie McFaul	205
A. MANN	A. Mann	2807
FRANK MANN	Frank Mann	-
the Landmanns	the Landmanns	-
S. SLOANE	S. Sloane	2908
S. Ridler	S. Ridler	405
Lucy Bowes	Lucy Bowes	1400
H. S. BOOTH	H. S. Booth	1400
Steve Frazer	Steve Frazer	16
JOHN HENRICK	J. Henrick	40
Pauline HENDRICK	P. Hendrick	40
Joseph Trus	J. Trus	
G. KLEIN	G. Klein	1901

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PRINT NAME	SIGNATURE	UNIT
KATALIN MOROCZ	Katalin Morocz 1605	160
JOHN C. SMITH	J C Smith	250
Jeanette Messier	Jeanette Messier	60
Sarah Hamilton	Sarah Hamilton	500
Patricia Fergie	Patricia Fergie	150
FRED FITZGERALD	Fred Fitzgerald	40
Yvette Carriere	Yvette Carriere	40
CLIFF FORD	Cliff Ford	70
P. Cooper	P Cooper	70
S SEIFIDIN	Sybil Seifid	110
I. KATINS	Inge Katins	250
Dooms	Dooms	250
PATRICIA HAYNES	Patricia Haynes	200
W. E. BARRIE	W. E. Barrie	100
JEAN E. KOSKI	Jean E. Koski	200
ROB TRIPP	Rob Tripp	170
Gwen CALDERWOOD	Gwen Calderwood	110

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PRINT NAME	SIGNATURE	UNIT #
A FAY FOSTER	A. Fay Foster	270
Jean B Sawadojo	Jean B Sawadojo	2008
LILLIAN DIMOCK	Lillian Dimock	2801
Jim DELAHUNTY	Jim Delahanty	280
K HONG TOM	K Hong Tom	607
Kay Both	Kay Both	308
CHRIS KEARNEY	Chris Kearney	2407
RUTH MACDONALD	Ruth MacDonald	606
ERIC LARKINBY	Eric Larkinby	1506
L. WRNELL	L. Wrnell	2401
Jim Ongena	Jim Ongena	2608
David Brennan	David Brennan	2904
Mary C O'Flaherty	M. C. O'Flaherty	210
R D. NICKERSON	R D. Nickerson	401
DORIS McISAAC	Doris McIsaac	501
JEANNINE LEVESQUE	J. Levesque	1708

NEWS

Last public meeting to discuss new transit stops

By **lo Anne Stead**
The News

The last in a series of public meetings on new bus stops located on the Ottawa River Parkway near New Orchard Avenue saw few people turn out on Nov. 23.

The meeting, held at the Carlingwood Public Library, saw about five people turn out to find out more information or to discuss the proposed tran-

sit stops, said regional Councillor Wendy Byrne. The proposal calls for two transit stops to be built on both sides of the Parkway, near New Orchard Avenue.

"This is the third public meeting and we've had six smaller meetings in target areas such as Ambelside," said Coun. Byrne. "Although we haven't finished tabulating the results yet, anecdotally, the support seems to be

there (for the bus stops)."

Residents in the community who live close to the Ottawa River Parkway (ORP) had asked OC Transpo for greater bus service and access to high frequency services, said Coun. Byrne. The next closest bus stop is at Lincoln Fields.

Surveys were sent out to residents in the community and anyone coming out to an information meeting was also asked to submit a

comment sheet, said Coun. Byrne. Support at the meetings has usually been quite high for the installation of the transit stops, she added.

"However, some people are really opposed to it," recognizes Coun. Byrne. "Some people don't want buses on the parkway at all. Some feel the structures will be obtrusive and some don't like the idea of lighting on the parkway."

Once all of the comment sheets have been received by the region, Mike Richards, transitway section head for the region, will tabulate all of the surveys and comment sheets and compile a report with the results. That should be completed in the next week or two, said Mr. Richards.

If the majority of people who responded are in favor of the project, then the next step is to go to

regional council for approval, probably at the end of January, said Coun. Byrne. The National Capital Commission will have to approve the designs, which could take another three to six months, she added.

So that means the construction may not be completed until 2001, said Mr. Richards. He estimated the project would probably cost about \$400,000.

Ottawa River Parkway Bus Stops SURVEY

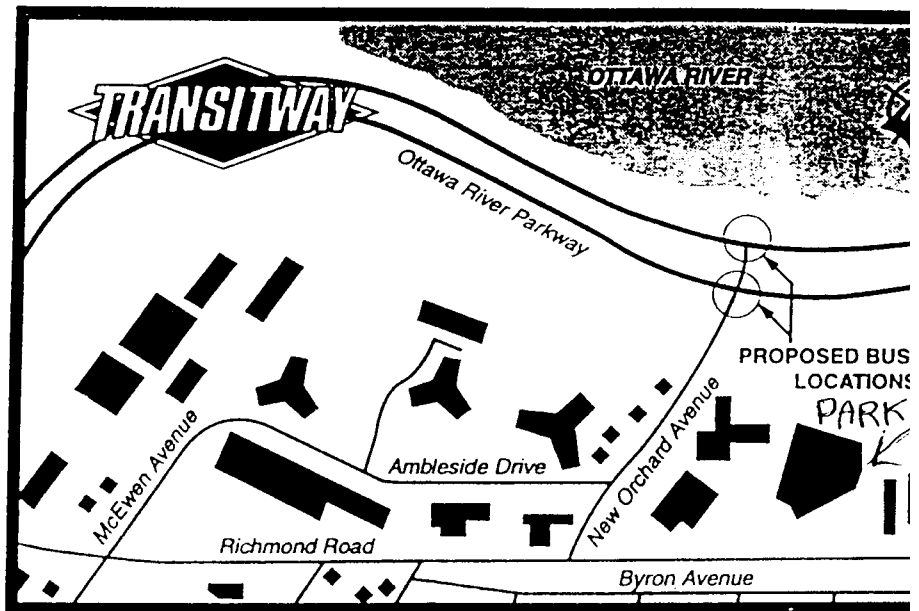
06/98

The Region of Ottawa-Carleton and OC Transpo are considering the construction of Transit bus stops on the Ottawa River Parkway. These bus stops are proposed to be located at the existing Parkway pedestrian underpasses shown at right.

The Ottawa River Parkway is a Federal roadway. The National Capital Commission has granted an initial approval-in-principle, to the concept of these proposed bus stops.

These bus stops would provide the following:

- Ambleside Community residents with direct access to the Transitway
- High frequency bus service
- Direct bus service to downtown



To help the Region assess the potential benefits of installing Ottawa River Parkway bus stops, your assistance in completing the following brief questionnaire would be appreciated.

1. Have any members of your household used public transit in the past 6 months? Yes No
If Yes, on average how often do they ride the bus?
 Less than once a week Once or twice a week Nearly every day Never
2. Do your household members feel the proposed stops are a good idea? Yes No
Why / Why not? _____
3. Would someone in your household use the Parkway stops if they were constructed? Yes No
4. How many occupants are in your household? # of occupants = _____
5. Do you have any other general comments? _____

Fax or send us your reply by

December 1, 1998



Tel: 560-1335
Fax: 560-6068

COMMUNITY NEWS



Photo by Chris Nelson

This shows a panoramic view of the NCC's Ottawa River Parkway, where the Regional Municipality of Ottawa-Carleton is planning construction of an OC Transpo bus stop. The controversial stop, which is likely to be completed in 2001, was supported by 57% of (400) area residents surveyed and will be the first of its kind on the Parkway. The stops are to be located near the underpass, which is visible to the left of the photo.

⊗ marks the spots where the two bus stops are to be located.

Statistics obtained from the Region of Ottawa-Carleton confirm that the 400 figure quoted above is inaccurate. As of January 28, 2000, the official figures are 239 responses received with 52% in favour and 48% against. Park Place residents have since filed 149 responses against with the Region of Ottawa-Carleton. This brings the total responses to 388 with 68% against and 32% in favour.

14 February 2000

Transportation Committee
Region of Ottawa-Carleton

Bus Stop on Ottawa River Parkway

Dear Committee Members,

Although I am unable to attend your meeting of the 16th February, I ask that you add my voice to those who protest the construction of an OC Transpo bus stop on the Parkway.

There is no requirement for this defacing of our ever-shrinking green space and even officials at OC Transpo, in candid moments, have stated that there simply has been no public demand for it. I was informed there was an understanding in place between the NCC and OC Transpo that up to two or three transit stops could be built during a period of time on the Parkway, so it appears that these are being arbitrarily proposed just because the agreement is in place, not because of public need. Just who is behind this push anyway? Is this going to be OC Transpo's boondoggle?

I currently reside immediately adjacent to the Parkway and, believe me, it is already being abused as a transitway corridor. The green belt was dedicated as a living memorial to our veterans, not as a noisy exhaust fume filled bus route. Our flora and fauna are being adversely affected by this misuse and are further ill served by the NCC's current maintenance subcontractors along this scenic route as their vehicles are driven all over the green, leaving muddy patches and tire gauges where sod used to be. To exacerbate this disfigurement with a bus stop when there is absolutely no requirement for one at the bottom of McEwen or anywhere else along the Parkway, for that matter - would be unconscionable.

Why not improve service along the Richmond corridor instead? The seniors in this area could certainly enjoy more frequent buses along the street and as our population ages this local need is only going to become greater.

As the owner of two properties in the area affected and resident of one of them, I have a vested interest in the best development/improvement for our neighbourhood. Rest assured, therefore, that I have investigated and given great thought to the matter. It just doesn't wash. Consequently, I urge the committee members to vote against this wasteful proposal.

Sincerely,

Jan Buchanan-Redden
#1102-1195 Richmond Road
Ottawa, ON K2B 8E4
Tel/fax: 828-7689

738 Duesden Place.

Ottawa, Ont.

K2B 5J1

February 6, 2000

Transportation Committee
Region of Ottawa Carleton.

I would like to express my strong objection
to the proposed Bus Stop on the Ottawa Parkway.

Simply #1 - This is a Parkway, which wasn't meant
for Buses, in the first place.

#2 - It is apparent that due to weather,
ice from water runoff at that point,
wind & security, the stop would have
little use.

#3 - The right people were not all
made aware of this proposal, as
stated.

#4 - Extra lanes, illumination, erosion
of Parkland & green space, noise,
pollution etc. etc.

Sincerely,
Suzanne Cohen

Ingrid Kaulbars
2709 Regina Street
Ottawa, Ontario
K2B 6X9

To Members of the Regional Transportation Committee

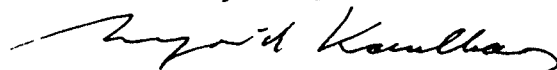
I am a member and former chair of the Britannia Park Coalition and a resident of Bay Ward in "old" Britannia since 1958. Yesterday I received a letter and information package from my own regional councillor's office, advising that Wendy Bryne no longer supports the present proposal for a bus stop on the Western Parkway at New Orchard. We are happy to hear this, since we have serious concerns about this project. I do not presume to speak for all of Britannia or for the Coalition, but for a number of concerned residents like myself, and wonder if these concerns have been considered. We have discussed these with Wendy's office but fear that other councillors may not be aware of them.

Our first concern is environmental degradation due to the magnitude of the "bus stop" as presently conceived. The dimensions of the planned construction appear to be rather out of proportion to the probably minimal use of the facility and unacceptable in the perspective of the damage to the greenspace involved.

Another concern is the estimated cost of the proposed construction of the bus stop. An expenditure of \$400,000 (cost overruns are not unheard in these cases so say half a million dollars instead) might be better employed on social programs and services.

I hope you will not think me presumptuous for explaining our situation to you and thank you for your consideration.

Yours very truly,



Ingrid Kaulbars

307 Greenview Avenue
Ottawa, Ontario
K2B 6A8
February 7, 2000

To Members of the Regional Transportation Committee:

Re: Proposal to add transit stops on the Parkway near New Orchard

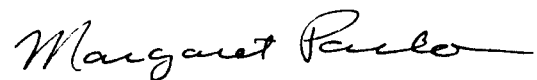
There are numerous costs associated with the proposal to add bus stops on the Parkway near New Orchard. These include construction and maintenance dollars, safety concerns, loss of greenspace, slower bus travel time on routes 95 and 97, and possible reductions in service on routes such as the 50 which pass through the target area.

What then are the benefits? Despite repeated inquiries, I have not received an official reply, suggesting that the proposal is based on the old adage – build it and they will come. Let me venture a few observations that suggest the use of the stop might be limited:

- The proposed locations are isolated and certainly not conducive to use after dark even with lighting.
- The locations are exposed in winter and safe access to them would be very difficult to maintain due to drifting snow and ice formation.
- The access routes are subject to flooding in the spring.
- The east-bound stop is not close for many of the residents of the target area and the west-bound stop is far for everyone.
- Four routes already serve the target area.

There may be good reasons to improve the bus service in the target area, but let us define the problem and consider options before we arrive at a solution.

Yours truly,



Margaret Parlor

2361 Ryan Drive,
Ottawa K2C 1K9,
February 5, 2000.

Wendy Byrne,
Regional Councillor,
RMOC,
111 Lisgar Street,
Ottawa.

Dear Wendy:

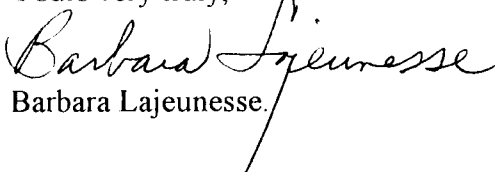
I apologize for entering the discussion on the proposed Parkway bus stop at such a late date. There is no question that a number of meetings were held and information did appear in our local paper, the West End Chronicle. At the time, however, I felt that it was a local issue and as a resident of the south side of the Queensway, perhaps was not my battle.

However, I now feel that more is at stake, and I am concerned that the intrusion of these bus stops could be a precedent for others. If I trusted the NCC to be more open and honest, I might have less concern than I do. As well, I am not confident that the usage of the stops would justify the cost. Looking at the location, I fear that access to the site would be difficult particularly in the winter, hot summer, and during the heavy water season in early spring. I am concerned as well about the lighting of the site and of the path that will reach the site. The NCC doesn't clear paths now—why would they clear a path to bus stops, particularly if they were not responsible for those stops!

Increased ridership seems to be an argument advanced by a number of politicians. I would assume that those interested in these stops are already using buses and probably do so from Richmond Road which, in looking at the plan, does not seem to be any farther away than the proposed Parkway stops. Even if they are now using cars and plan to switch to buses, I can't see that justifying the intrusion of bus stops on the Parkway.

Again, I apologize for my late entry into the planning process. I hope my concerns are of some value to that process.

Yours very truly,


Barbara Lajeunesse.

February 16, 2000

Presentation to Regional Transportation Committee

By: Ken Wings, Resident of Woodpark Community, Bay Ward

Subject: OC Transpo bus stop on Western Parkway near New Orchard Ave

Unfortunately, the issue of having a bus stop installed along the Parkway near New Orchard has become very politicized. I fear it has been made a pawn of the upcoming municipal election campaign. As a constituent of Bay Ward and as a bus user I resent that.

Firstly I believe there are some basic misconceptions that need to be refuted and some basic hypocrisies that need to be exposed.

1. The new bus stop will bring more traffic to the Parkway.

There will be no new vehicular traffic. There are only two routes, both of which already use the Parkway, which would use this new bus stop.

2. The Parkway is not used to service commuter traffic.

Rightly or wrongly, the Parkway has been serving as a commuter route for some time and this would be the case even if buses were not traveling along it. The NCC, the owner/custodian of the Parkway is encouraging its use as a de facto commuter road by virtue of its expansion of the Champlain Bridge.

3. The new bus stop will cause us to lose green space thereby damaging the environment.

When one deals with issues of the environment, it invariably becomes a balancing act. One might ask "How much greenery might ultimately be saved if we could convince more people to use public transit as opposed to private automobiles".

4. The esthetics of the Parkway and the River will be ruined by the existence of a bus stop and safety lights.

The people who seem most concerned about the esthetics are those who have in essence monopolized that very same view. I refer to the high rise apartments

and condominiums situated along the north side of Richmond Road. Just as there are those who claim that the bus stop and the lights would be a scar on the landscape, there are those of us in Woodpark (living along the south side of Richmond Road) who view the high rise buildings in that same 'light' - if you'll pardon the pun. Were it not for these monstrous buildings, we would have a more open and less intrusive view of the River and the Parkway.

All of this having been said, my objective in coming here today is to ask the Transportation Committee to put in place a transportation plan of action, which will facilitate use of the #95 bus route by myself and other bus users who live along the Richmond corridor between Woodroffe and Lincoln Heights - a route, which by the way, is advertised as the major cross regional bus route.

Currently, I am spending almost an hour to get from my work site, which is near the Gloucester Mall, all the way to Woodroffe Ave near the intersection of Woodroffe and Richmond Road. Quite frankly, I am tired of standing at Hurdman Station, watching three, four, and oftentimes five #95 buses go by while waiting for my regular bus to Woodroffe Avenue. If the #95 stopped along the Parkway close to Woodroffe, I would be able to take it and walk to my residence, which is only a block south and west of Richmond Road and Woodroffe. In fact, the reality is that I would be able to take the #95 all the way from Gloucester Mall.

I have already worked out an agreement with my wife so that I can take the car three days a week in order to avoid this long trip. If service doesn't improve along the area in question relatively soon, I will take steps to quit taking the bus altogether. The reality is that there is simply no other bus route (comparable to the #95) which traverses the region in such a frequent and expeditious fashion.

If you fail to see the merits in having the #95 bus stop along the Parkway, or if you believe that such a plan is simply too costly or potentially too harmful to the green space, then that is a reality I must be prepared to live with. However, that having been said, I also believe that this Committee and those politicians who represent the part of the region I live in, have an onus and a responsibility to pursue acceptable alternatives. I am not sure what all of those alternatives might be, but if it means that the #95 must leave the Transit Way at Westboro or Woodroffe Avenue, then so be it. It is not enough to simply say "I am against this current proposal" without providing workable options and solutions in its place.

I leave the members of this Committee, my regional Councillor Ms. Byrne and especially Councillor Kolbus of the City of Ottawa, who seems to be leading the charge against this current proposal, with that challenge.

I thank you for your time today!

Nelson, Rosemary

From: Byrne, Wendy
Sent: Monday, February 14, 2000 10:04 AM
To: Nelson, Rosemary
Subject: FW: Deschenes - Transitway Bus Stop

From: Rick Francis [SMTP:rfrancis100@hotmail.com]
Sent: Sunday, February 13, 2000 11:19 PM
To: byrne@rmoc.on.ca
Subject: Deschenes - Transitway Bus Stop

Hi Councillor,

I would like to express my strong support for the proposed bus stops on the Ottawa River Parkway at the Deschenes Rapids Lookout. I have heard a few opinions recently against the proposal and this concerns me. As these opinions are likely from residents who currently do not use transit, they have little interest in providing better access to the transitway service in this area. Widening the roadway at this point to allow for buses to stop will not lead to the widening of the entire parkway. If anything, this will delay the need to provide additional lanes for traffic in this area, because better transit service will reduce the need for costly future road widenings.

As you are someone who must look at the big picture in making these decisions, I would encourage you to support the proposed bus stops on the Ottawa River Parkway. Providing a stop at this location will not only provide transitway service to a high density residential area, it will also ensure that use of the NCC's parkway by transit remains for many years to come. As you may recall not so long ago, it was proposed to construct a separate transitway link between Westboro and Lincoln Fields at a great expense and with a significant loss of green space.

The Ottawa River Parkway is and always will be an asset to the residents of the west end of Ottawa. Why should transit access be denied when the service is already passing along this roadway? A parkway is not just for commuters passing by in their personal vehicles. Not providing access to transit service should not even be an option and I would support the proposal even if the buses had to stop in the right hand lane and hold up traffic by doing so. Perhaps this option should be given some consideration and some of the money being spent on a lay-by be spent on making the new facility more attractive to its users. This however, might delay some of those non-transit users who speed along the parkway at 80 km/h every morning on their way to work.

If we are ever going to meet the goal of increasing transit ridership, we must not miss an opportunity to support a worthwhile transit initiative. As our arterial road network becomes more congested in the future, having an efficient and accessible transit alternative is essential. I wonder if the proposal would be so controversial if we were proposing an improvement for all motorists instead of one for only those who choose a responsible mode of transportation.

Sincerely,

Richard Francis
166 Woodroffe Avenue
Ottawa, Ontario
K2A 3T9
(613) 277-8220

ALEX CULLEN
59 Esterlawn Ave.
Ottawa, Ont. K2A 4B8
Tel. (613) 729-0898 Fax (613) 729-5669
E-mail: alexcullen@home.com

February 11, 2000

Regional Councillor Diane Holmes
Chair, Transportation Committee
111 Lisgar St.
Ottawa K2P 2L7

Dear Diane,

Re. Ottawa River Parkway Bus Stop - Ambleside

At your February 16, 2000 meeting of Transportation Committee you will be considering a staff report *Ottawa River Parkway Bus Stops Proposed Ambleside Community Location Concept Design Status Report*, to be received. I am writing to you to urge that you support the continued development of a Transitway stop on the Ottawa River Parkway near Ambleside Drive (between McEwen Ave. and New Orchard Ave.), and move this project on to the next stage.

As you may be aware, the 30-year deal signed by the RMOC and the Region in 1996 gave OC Transpo continued running rights on the Ottawa River Parkway as part of the Transitway system - a practice that began in 1982 when the Scott Street Transitway was first opened. As part of that deal OC Transpo was given the right to build 2 stations along the Ottawa River Parkway - one at Dominion and one in the Ambleside area. I was the Regional Councillor at the time, and I supported this deal, as building a Transitway stop in the Ambleside area would not only give nearly 4,000 residents access to Transitway service (buses to downtown in about 10 minutes compared to 1 hour in conventional traffic), but it would also relieve cut-through traffic in the adjoining neighbourhoods: along Edgeworth Avenue in Woodpark, along Georgina and Edgeworth in Whitehaven, along Lenester Avenue in Glabar Park, along Woodroffe Avenue in Carlingwood and in particular in Woodroffe North as Woodroffe Ave. meets the Parkway. This would occur because some of the 3,000 cars that park nightly in the 9 hi-rises and 3 other multi-residential buildings bounded by New Orchard, Ambleside and McEwen Avenue would not be on the road entering these communities due to the ready access to the Transitway that this bus stop would bring.

You know that both the Region's and the City of Ottawa's Official Plans promote public transit, as the alternative - building wider roads and new roads - would be too costly to the taxpayer: it would have added billions (\$4 billion, I think) to the Region's 20-year capital budget. Alternatives to buses on the Parkway would mean reviving the \$120 million Transitway along the Byron/Richmond Road strip - unaffordable and anathema to the neighbouring communities. Building bus only lanes along Richmond Road would eat into the greenspace along the Byron Strip, and provide not nearly the time savings that access to the Transitway buses on the Parkway would provide, as buses along Richmond Road would still have to navigate 5 traffic lights between Lincoln Fields Station and Dominion Station.

There is, of course, legitimate concern about the loss of greenspace along the Ottawa River Parkway as a result of building a Transitway stop near Ambleside. However, this can be mitigated through appropriate and sensitive design (i.e. using simple or modest bus shelters, etc.). Indeed, from the extensive public consultation that Councillor Byrne has done, it appears that not one tree will be lost as a result of this project. Personally, I would eliminate the acceleration/de-celeration lanes, as this would help slow the speed of traffic on the Parkway. However, the designs I saw in the initial stages convinced me that this Transitway stop could be built with minimal loss of greenspace, and a better pedestrian facility to get to the bikepath as well.

These valid concerns should be met through appropriate design, but should not be seen as a reason to reject the Transitway stop project: the negatives are minor and resolvable, there is a lack of viable alternatives, and the positives (giving 4,000 people who live in these 12 buildings access to downtown in 10 minutes) are **very** powerful and compelling. Indeed, as all of these residents in the Ambleside/McEwen/New Orchard community received questionnaires, and only 239 responded (with 52% in favour), it does speak to the general public acceptance of this worthwhile project.

Therefore I urge you to proceed with this project, because it makes sense for the 4,000 residents, because it relieves traffic pressure on adjoining neighbourhoods, and because it is consistent with your Official Plan. Please do not hesitate to contact me if I can be of any further assistance.

Yours truly,

Alex Cullen

4. OTTAWA RIVER PARKWAY BUS STOPS - PROPOSED AMBLESIDE COMMUNITY LOCATION - CONCEPT DESIGN STATUS REPORT
- Director, Engineering Division report dated 28 Jan 00
 - A. Cullen letter dated 11 Feb 00
 - R. Francis e-mailed comments dated 14 Feb 00

Jim Miller, Director of Engineering, advised committee members that this report is for information purposes, prior to the official submission to the National Capital Commission (NCC), who are required to approve the detail of these facilities. He provided a summary of the report. Councillor Byrne noted that Appendix A of the staff report failed to reflect the public open house held in January 1998 on Ambleside at which time between 60 and 70 people attended.

Councillor Legendre thought there had been some signal from the committee in the past to proceed with this project and Helen Gault, Manager, OC Transpo advised that it was at a meeting of the Transit Services Committee where the general arrangements were discussed.

Councillor Byrne asked staff to elaborate on the issues raised by residents e.g. lighting, safety, landscaping, cost benefit, et cetera and the measures taken to address those concerns. Mike Richards, Manager, Transitway Projects, advised that those concerns were raised by the community in the Ambleside Drive and immediate areas. The concerns expressed by the NCC are similar i.e. the intrusion of bus stops into the Parkway environment. A precondition of these bus stops is that they be extensively landscaped. He advised that staff would make every effort not to impact the existing vegetation. With respect to the issue of spring runoff and its impact on the pathways and the underpass, Mr. Richards advised that the plan is to implement a backflow valve on the culvert and a well with a pump to address the flooding issue. Once this is in place, the path will remain open throughout the whole season, which is not the case today.

In regards to the illumination of the underpass, he advised that it could be done with little impact on the Parkway corridor itself. However, the NCC has expressed concern about the level of lighting, taking into consideration the Parkway is only lit at Island Park Drive and where the transitway enters at Dominion Avenue. He agreed it will be a challenge to provide enough lighting to satisfy both the Commission's requirements and safety and security, which is of utmost importance. Further, the lights will be turned off when the last bus uses the stop (1:30 a.m. - 2:00 a.m.) and would only come back on again with the first service in the morning.

To improve safety at these locations, Mr. Richards advised that any landscaping to be integrated would have to take into consideration the visibility of the users of the pedestrian

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connections; there will also be emergency phones located at the bus stops. With respect to the bikepaths, the north approach into the underpass is used by both pedestrians, skateboarders and cyclists and this would have to be reconstructed to separate these activities from each other.

Councillor Byrne raised another concern that this is a Parkway and not a transitway and asked staff to clarify that comment on that statement. Dr. Gault acknowledged that this road is indeed a Parkway, but it is also part of the transitway in that the main service runs along that route. Approximately 150 buses/hour travel this route in the peak direction and the agreement between the Region and the NCC will permit such use until 2031. If the buses were not on the Parkway, there are a number of alternatives that have been proposed, but none of them is particularly attractive to the community i.e. land between Byron and Richmond. The Environment and Transportation Commissioner advised that there had been a proposal for a depressed transitway through that section, but the cost was excessive as stated by Dr. Gault, was not supported by the community.

With respect to the concern that the cost of this proposal is not worth the benefit, Dr. Gault commented that the preliminary cost of \$550,000 would put about 3000 residents within walking distance of very high quality transit service. She confirmed there would be no requirement to put extra buses on the route because there are already many of them using the Parkway. OC Transpo anticipates ridership at these stops to be comparable to what occurs at the stations located at Abbey, Iris and Smyth. Councillor Byrne agreed with these projections, noting that in the meetings held in the community 60 - 70% of those in attendance indicated they would use these bus stops.

Councillor Byrne questioned how much greenspace would be required to accommodate the acceleration/deceleration lanes and Mr. Richards advised that in the eastbound direction there would be a 1.75 m to 2 m widening for the bus stop area on both sides. In the westbound direction, there will be a nominal widening on the north side of the Parkway from the median where there are no trees, in order to protect the trees immediately to the east of the underpass.

In response to another question posed by Councillor Byrne with respect to the environmental and transit benefits this facility would provide, Dr. Gault stated it would offer people transitway service on a continuous basis, seven days a week. These same people currently have service of a much lower quality on Richmond Road and the Parkway would give users a travel time advantage of up to 15 minutes. She added that the new stop at Dominion Avenue has resulted in a great deal of positive feedback from people who have taken advantage of this facility. With respect to the environmental benefits, J. Miller advised that this proposal is in compliance with

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the objectives set out in the Official Plan of removing people from private vehicles and putting them in transit.

As Chair of the OC Transpo Commission, Councillor Loney encouraged committee to proceed with this endeavor, echoing the comments made earlier about the anticipated use of these stops. He recalled that when the Region negotiated the use of the Parkway with the NCC, it opted to lease this road rather than paying for another transitway and the agreement included the provision for two transit stops along the Parkway. With respect to the new stop at Dominion Avenue, he opined that this station is not really on the Parkway, but it does cut through NCC land. The station proposed at Ambleside is closer to people and he believed there would be far greater usage in that area because of the convenience. He believed that the argument for or against this proposal comes down to the number of people who are concerned about the destruction of greenspace, but he asked them to consider the number of automobiles that use that road everyday. And given the use of the Parkway by commuters and buses alike, it could be argued that it is not exactly green pristine space now. The alternative, however, is to have that many more cars on the road, so if the Region is serious about establishing priority for transit, this is the sort of project that needs to be implemented.

Councillor Davis agreed that the stop at Dominion has turned out to be an asset for her community, but commented that during the discussions of this proposal, there was no decision to have detailed design come back at a later date. With respect to the bus stops at New Orchard, she wondered why acceleration and deceleration lanes were required, when in fact they are similar to bus bays and would only prove to be a hardship for buses to get back into the flow of traffic. Dr. Gault advised that the Transit Priority Task Force does want to do away with bus bays, but the policy being brought forward by that group, recommends that controlled access roadways, especially those with no lighting would be excluded from that policy. In response to further comments by the councillor, she agreed that while these lanes are not ideal, they do function differently from a bus bay. She agreed that in the absence of other considerations, stopping in the traveled lane behind a bus is the ideal situation, however, staff have strongly recommended against that and the NCC will not give approval without these facilities for safety reasons.

Councillor Davis believed it would be more dangerous given the speed at which motorists drive on that road. She believed that the decision to have these acceleration/deceleration lanes was clearly made at the staff level and has never been brought before committee for consideration. Chair Holmes clarified that the issue of bus bays and acceleration/deceleration lanes has been considered by the committee previously and it was agreed there was a need for those lanes for transportation safety purposes..

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Councillor Davis noted that the ward councillor has said the community is mixed with respect to their support for this proposal and asked what have staff done to capture that change from the majority original supporting this project, to the majority now being opposed. Dr. Gault advised that staff have provided support to Councillor Byrne with the consultation which is where they are at the moment. She added that if and when the stops are implemented, they will be promoted the same way as the stop at Dominion. The councillor did not agree there could be a comparison between the two because there was no opposition to the station at Dominion and therefore no need for public meetings. She indicated that her community is immediately adjacent to the Parkway and residents are fearful that this is just another way of widening the Parkway. Dr. Gault advised that this is simply a way to provide access to high quality transit service. She thought it was a sound transit move and is in keeping with the Transportation Master Plan objectives.

Councillor Doucet questioned how much the Region pays to the NCC for use of the Parkway and was advised it costs \$600,000 a year. The councillor therefore believed the Region had an obligation to utilize this roadway in the most beneficial way possible.

In response to the comments raised about the support and opposition for this proposal from her community, Councillor Byrne referred to the nine public meetings she held from January 1998 to November 1999, plus the six meetings in the area of McKeown/Ambleside/New Orchard (the area to be serviced), noting the support was definitely there in that area. It was not until January of this year that a growing resistance became known and there was a shift in the numbers because of a petition from one building. She explained that the resistance is new and is not from within the community that will most benefit from this service.

The following Motions were brought forward:

Moved by J. Legendre

That the Ambleside Community/New Orchard bus stop concept design be approved and that the final design come back to the Transportation Committee for information.

Moved by L. Davis

That the New Orchard Avenue bus stops be deleted from further study and all concept design planning activity cease for that location.

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Moved by W. Byrne

That the acceleration and deceleration lanes be eliminated from the design.

The committee received the following public delegations:

Earl Himes read from his brief dated 16 February 2000 and the more salient comments were as follows:

- this proposal will deface the Parkway and is objectionable not only to those who live in the area, but to those who drive along the roadway and those who use the recreational pathways;
- from 24 November 1998 to 23 November 1999 there were eight public meetings held and of the total people who attended (109), only 15 supported the proposal;
- taxpayers are strongly opposed to spending hundreds of thousands of dollars needed to construct these bus stops, but are even more strongly opposed to removing grass and trees to install the acceleration/deceleration lanes and to the noise that would be generated by buses starting and stopping at these stops.

Mr. Himes urged the committee to reject this proposal, or at least defer the matter for one month to provide those who object an opportunity to better voice their community's objections. He then read from submissions from a variety of community associations who also objected to the proposal; namely:

From the President of the Woodroffe North Community Association:

- Woodroffe North lies just east of the proposed bus stop, but residents will be unlikely to use them and will continue to use the service provided on Woodroffe and Richmond for all practical purposes;
- there is some question of the estimated 800 riders a day that are anticipated to use these stops and why OC Transpo would spend money to take people off existing routes;
- expected there will only be riders on nice days from late spring to early fall and did not believe women would use the stops after dark;

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- the proposed plan is ill-conceived and inadequately researched; OC Transpo has concentrated its financial estimates on the cost of building the road allowances and shelter, however, that cost will be augmented by the necessary cost of altering the underpass at New Orchard to prevent spring flooding; the total initial cost will pale in time to the ongoing costs associated with maintaining the pathway in the winter;
- the Woodroffe North Community Association considers this proposal unnecessary, economically impractical and aesthetically displeasing.

From the President of the Whitehaven Community Association, concerns were outlined about the safety of these stops. As a woman, she was reluctant to use bus stations that are well lit but isolated at night. She did not believe it would be safe to get off a bus on the north side of Parkway and cross the road under poorly lit conditions and she would not use the underpass at night for safety reasons.

From the President, Glabar Park Community Alliance:

- the Parkway was not created to be a transitway; the Region should look at getting the buses off the portion from Lincoln Fields to where it starts at Churchill Avenue;
- the location is not a good place for a bus stop; the river is known to flood the low lying areas, making the westbound access difficult; the wind coming from the northwest would require some kind of barrier to be built especially in the autumn and winter months.

Councillor Ron Kolbus, Britannia-Richmond Ward writes that this location cannot be compared to the Dominion Avenue bus stop because it is not on the Parkway and, for the most part, is hidden from view. Further, the Parkway is one of Ottawa's most attractive, beautiful features and everything must be done to preserve it for later generations; extra bus lanes could very well lead to the Parkway becoming a multi-lane speedway.

On behalf of residents of Park Place CCC#169, Margaret Baxter and Jeannine Levesque write:

- Park Place (1025 Richmond Road) is adjacent to and overlooks the Parkway and will be impacted by the intrusion of these bus stops; a petition with 149 signatures of residents objecting to this proposal is included in their brief;

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- if the time taken to walk to and from the bus stops negates any travel time saved, it is unlikely that individuals will use these facilities and usage will be limited to a very small number of people who live in close proximity to the stops;
- there is currently excellent peak bus service on Richmond Road that serves the Ambleside community, linking to the transitway only a short distance away at Woodroffe and the Parkway;
- the construction of asphalt acceleration and deceleration lanes and bus stop platforms on the Parkway will ruin the beauty of the natural surroundings and destroy considerable greenspace, shrubs and trees;
- this particular section of the Parkway has one of the most spectacular panoramic views of the Ottawa River and Britannia Bay and residents purchased their condominium units primarily for this reason, as well as for the parkland setting and peacefulness of the area; the bus stops threaten the enjoyment of their homes;
- Annex D of their submission illustrates the location of the bus stops as they appeared in the Community News on 13 January 2000; statistics obtained from the Region confirm that the 400 figure quoted in the illustration with respect to the number of residents surveyed, is inaccurate; as of 28 January 2000, the official figures are 239 responses received with 52% in favour and 48% opposed, and, with their petition of 149 signatures, it brings the total responses to 388 with 68% opposed and 32% in favour.

Jan Buchanan-Redden writes that there is no requirement for this defacing of the ever-shrinking greenspace and even officials at OC Transpo have stated there has been no public demand for it. Also, while the agreement between the NCC and the Region allows two or three transit stops on the Parkway, it appears this is an arbitrary proposal just because the agreement is in place and not because of public demand.

Suzanne Cohen writes that it is apparent due to weather, ice from water run-off at this point, wind and security, the stop would have little use.

Ingrid Kaulbars first concern is environmental degradation due to the magnitude of the bus stop as presently conceived. The dimensions of the planned construction appear to be out of proportion to the probably minimal use of the facility and unacceptable in the perspective of the damage to the greenspace involved.

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Margaret Parlour writes that the proposed locations are isolated and certainly not conducive to use after dark even with lighting. Further, the locations are exposed in winter and safe access to them would be very difficult to maintain due to drifting snow and ice formation.

Barbara Lajeunesse believes that increased ridership seems to be an argument advanced by a number of politicians. She assumed that those interested in these stops are already using buses and probably do so from Richmond Road, which does not look to be any further away than the proposed stops.

In closing, Mr. Himes remarked that the bus stops would be 650 metres away from the apartment buildings and many of those residents are seniors who would not walk down the hill to the stops. Copies of his and the other submissions are held on file.

Councillor Davis questioned how Mr. Himes gathered these submissions and he indicated he became involved in this issue just three weeks ago and he called the community associations who then provided their briefs. Recognizing that this issue is not new, the councillor questioned what has taken so long for this opposition to come out. Mr. Himes advised that people told him they did not receive any notices in the mail, but despite this, he believed there would be as many people objecting from Ambleside and McKeown as there are at Park Place. He confirmed he did not participate in the ward councillor's meetings; however, at a meeting held by the city councillor, Ron Kolbus, it became apparent that more people were opposed and he became involved shortly after that meeting. When questioned whether there had been any outreach to the NCC, Mr. Himes advised that he has made communication with Bob Louis and will be meeting with him shortly.

Councillor McGoldrick-Larsen questioned whether Mr. Himes had an opportunity to attend any of the information sessions held during the public consultation period but he advised that where he lives (Westbourne Avenue) he probably would not have been informed of those meetings.

The councillor referred to the petition from Park Place and questioned how it was conducted. Mrs. Jeannine Levesque came forward from the audience to explain. She stated that tables were set up in the lobby of the building to obtain the views of residents; the signatures were achieved over the space of two days. She added that they had not reacted earlier because she had not known anything about it until she saw an article in *The News* in December 1999. She did not see the notices that were in the local papers. The councillor asked that when she was collecting signatures whether she provided residents information about the proposal. Mrs. Levesque stated she had, plus photographs of the location of the stops and the survey documentation she received from Councillor Byrne's office.

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The councillor was shocked to learn that none of the residents had indicated their support for this proposal to which Mrs. Levesque responded that there were some people who said they might use it, but not in the winter time because of the distance. If someone had to walk that distance in inclement weather, they will not use it and therefore, if it obviates the time saved to get downtown, that is another argument not to support it.

Ken Winges, resident of Woodpark Community, Bay Ward spoke on behalf of the President of the Woodpark Community Association who was unable to attend. He explained that Mr. Himes had contacted the President of the association and asked whether they wanted to submit a letter in opposition to this proposal. In meeting with the other directors on the Association, Mr. Winges indicated they did not feel it was appropriate for them to send a letter, given that they did not have the full pulse of the community. There was also insufficient time to do a survey or any kind of poll. Mr. Winges believed the ward councillor gave their community every opportunity to discuss this matter and he had attended a few of the meetings and saw the notices in the paper. He advised that the Community Association does not have a position on this, although individual constituents very likely do have opinions.

He went on to state that the association was concerned that any community association would make a public statement of the kind he has heard today, unless and if they have made the attempt to survey their constituents. He believed it was conceivable, therefore, that some of these associations, based on the motives of one or two directors, perhaps decided to write these letters. He indicated that the President of their community association did indicate to him that he was interested and desirous of the fact that their community is well served by the bus system.

Speaking on his own behalf, Mr. Winges submitted a brief dated 16 February 2000 and the following comments were highlighted:

- resented the fact that the issue has become politicized and been made a pawn of the upcoming municipal election campaign;
- believed there will be no additional traffic brought to the Parkway when these stops are installed; there are only two routes, both of which already use the Parkway, which would use this new bus stop; the Parkway has been seen as a commuter route for some time and would be the case even if there were no buses using it;

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- the argument about loss of greenspace can be refuted by the simple question of how much greenspace might ultimately be saved if people could be convinced to use public transit instead of private automobiles;
- the people who complain that the bus stops will ruin the aesthetics of the Parkway are those who have, in essence, monopolized that very same view - if residents of the high-rise apartments and condominiums on the north side of Richmond Road complain about the intrusion of lights from two bus stops, so too could the residents of Woodpark, living south of Richmond Road, complain about those same buildings in the same light; also, were it not for these buildings, residents of Woodpark would have a greater and less obtrusive view of the Parkway;
- believed that the committee and those politicians that represent the part of the Region he lives in have an onus and a responsibility to pursue acceptable alternatives.

Cyril Winter, Chair, Britannia Park Coalition stated that their members hold by the principle of the preservation of greenspace. With respect to the issue of safety, he acknowledged this facility will not be a transit station, however, there have already been concerns voiced about the station at Lincoln Fields and by comparison, the New Orchard stops will be very isolated and the concerns voiced about it should be taken seriously. He agreed there are approximately 3000 people living in the immediate area, but many of them are seniors who would not use the stop. The Coalition believes Route 50 would probably serve people just as well and is a lot closer to residents along Richmond Road than the stops would be on the Parkway. Mr. Winter referred to the natural beauty along the Ottawa River with all the flora and fauna and believed there will be some impact to the environment and therefore an impact analysis should be part of this process. He supported Councillor Davis' request to delete this proposal, not only for those living in the area, but for all users, including tourists, who come to the Region and see the Parkway.

Mary Hock, resident, Ambleside Drive stated that when she moved to Ottawa 30 years ago, the Ottawa River Parkway was one of the main attractions for them and she often uses the pathways for recreational purposes. However, she would not go towards the river to catch a bus and would instead choose the service on Richmond Road because it is safer and there are more people around. As an environmentalist, she believed the Region should determine a more acceptable means of getting people downtown, other than using that greenspace and using the Parkway.

Alex Cullen, resident, Esterlawn Avenue explained that this minimalized bus stop is not only good for the residents on Ambleside Drive, but it is also good for the surrounding communities

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because it takes traffic off local streets. He believed that bus stops along the Parkway will increase access to the river year round and because steps will be taken to eliminate the flooding along the pathway, that route will remain open for a longer period of time for cyclists and pedestrians. He agreed that the impact to the environment could be minimized if the acceleration/deceleration lanes were removed, as suggested by Councillor Byrne. Mr. Cullen acknowledged that not all of the people in the area will use these stops, but many of them would. He noted that the Official Plan promotes transit, especially in concentrated areas of population; however, there are even fewer people living around Dominion Avenue than along Ambleside and yet there are stops at that location. He opined that the Region has a marvelous chance to advance its Official Plan and to provide access to people to use the transitway so they can get downtown with minimal impact. While he noted that the concerns raised by the community are valid, none of them are so compelling that this proposal should not proceed.

In response to some of his comments, Councillor Davis stated that letters have been received from several community associations who are opposed to the stop, although Mr. Cullen reports otherwise. He explained that he did not believe the opposition being reported reflects the community. The councillor stated however, that the consensus can and has changed and therefore the committee should listen to the majority. She also wanted to clarify the statement made about the little use of the stops at Dominion Avenue, noting that more than 3000 people live and work in its catchment area; it accesses Westboro Beach, 2100 Scott Street, 445 Richmond Road (a seniors building), a condominium at 465 Dominion et cetera.

Cynthia Martin, resident, Ambleside Drive, spoke to the issue of security. She did not believe she would use the bus stops after dark because there are not a lot of people in the area then and crimes such as purse snatchings are always occurring at the station at Lincoln Fields and she was afraid it might happen to her at these isolated stops. If these stop are approved, the Region should be responsible if anything should happen to a pedestrian going to and from the stops. The issues of safety are a real concern and should be taken into consideration. She stated there is already good bus service along Richmond Road and did not see any reason to have to put more buses on the Parkway. She was concerned that OC Transpo will cut the service along Richmond Road once the stops are installed.

In response to her last comment, Dr. Gault advised that there is no intention to cut the local service; Route 50 might be adjusted for a lot of people using the transitway but OC Transpo is well aware of the demographics of the area and will continue to provide service.

Councillor Legendre referred to the similarity between acceleration/deceleration lanes and bus-bays. D. Brousseau advised that his staff are very concerned about not providing these lanes in

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this proposal because there will be motorists swerving to avoid a bus if it stops in the traveled lane, creating the potential for collision. He reminded committee that staff are strong proponents of not having bus bays because they are a detriment to transit. It was also his understanding that the NCC wants the acceleration/deceleration lanes.

Councillor Byrne referred to the survey distributed to the community and asked staff to explain where and how it was distributed. M. Richards advised that the first survey was a mail drop through Canada Post to the area bounded by Woodroffe, the Parkway, Lincoln Fields and south of Byron. He confirmed there had been responses from 1025 Park Place. With respect to the petition that was conducted at that building, the councillor questioned whether staff provided any of the designs or a history of this item for display purposes. M. Richards confirmed he had not sent anything.

Councillor Davis stated that people have a right to change their mind and the numbers before committee clearly show the majority are opposed to the project. Further, community associations have a democratic process and she believed what they said when they say residents are opposed. The majority of delegations who have spoken before committee today are overwhelmingly opposed to this proposal and she believed the committee should support their views.

Councillor Legendre stated that the arguments put forward with respect to the impact on the greenspace is not valid because of the minimalist design being proposed. Also, it would be more unreasonable and would not make environmental sense to utilize the road at less than its most efficient capacity. He could not support deletion of the acceleration lanes because they will offer protection on this high-speed roadway. Also, since this road does not belong to the Region, he recognized that the NCC would not approve a design without the safety of those lanes. He strongly urged committee members to support his Motion.

Councillor Byrne commented on the survey sent out in June 1998 by staff to every door in the community from Cleary Avenue to the Parkway to Carling Avenue, noting that responses were received from many of the associations who had spoken here today. She indicated that a copy of the survey was also published in September 1998 and February/March 1999 in the West End Chronicle and in February 1999 in the Clarion, which is circulated to her constituents in Nepean. Therefore, the entire ward had some publication sent to them with regards to this particular issue. Further, the issue was discussed at several of her ward council meetings over the last few years and the minutes of those meetings were distributed to the community associations.

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The councillor touched on the variety of concerns raised during those meetings, similar to those raised today, stating these have been addressed, many of which to the improvement of the Parkway. One of her biggest concerns as well as of the community, is the impact on the greenspace and while she understood the high speeds being traveled on the Parkway, she did not believe there was a requirement to install acceleration/deceleration lanes. The entire proposal should be a minimalist intrusion. She recognized that the Region's plans to promote transit will be met with this proposal. She reiterated the fact that people had plenty of opportunity to respond and up until December 1999, 55% were in favour and the majority of those people live in the community that is going to be serviced.

Councillor Byrne explained that the proposal for this bus stop came as a result of requests from that community for improved transit service. She reaffirmed her position to represent the majority, despite the fact that the opposition has now changed as a result of a recent petition. She urged committee members to support her Motion because she felt those lanes would be an unnecessary intrusion into the Parkway. She believed staff have worked hard to keep this intrusion to a minimum and have been sensitive to the needs of the community and worked with them to come up with acceptable solutions.

Councillor McGoldrick-Larsen explained that she is familiar with the area and has used the Parkway as a transit user, as a commuter in a car, and for recreational purposes. She appreciated the concerns that have been raised with respect to the environmental and visual impact of this facility, and was pleased that the Motion stipulates that the design be brought back to the committee once again. To this end, she encouraged staff to work with residents to address the issues discussed i.e. lighting, security and the style of the shelter. She supported the proposal to delete the deceleration/acceleration lanes, noting the curve in the road would provide enough visibility for motorists when the bus is stopped. From a recreational perspective, she acknowledged that there may be some people who cannot avail themselves to the Parkway, but a bus stop will allow them that access.

From a transportation plan perspective, the councillor acknowledged that the committee must consider the objectives set out in the TMP and increase ridership on transit because there are no funds to put into road infrastructure to address the growth of the Region. She recognized that if more investment is not put into the transit system, it will only lead to greater congestion. Given this opportunity and the Region's investment in the Official Plan, the councillor believed that, in the most minimal way possible, transit use should be provided in this area.

Councillor Doucet concurred wholeheartedly with the comments presented by Councillor McGoldrick-Larsen.

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In a closing statement, the Committee Chair expressed the view that there has been a lot of discussion about distribution of flyers, notification of meetings and issues and she recognized that there will always be people who do not receive the information or do not read it when it is distributed. She believed this is an issue of trading off the greenspace vs the quality of air being reduced because of vehicle emissions and she strongly stated that this is why the Region has to put more money into transit. She advised that she was making her decision based on the goals and objectives set out in the Official Plan and the TMP and while there will be some loss of greenspace, if more people are not encouraged to ride on transit, they may be faced with more road widenings leading to more cars and more pollution.

Committee members noted that should the Motion put forward by Councillor Legendre be approved, the other two Motion would become redundant.

Moved by J. Legendre

That the Ambleside Community/New Orchard bus stop concept design be approved and that the final design come back to the Transportation Committee for information.

CARRIED

YEAS: C. Doucet, D. Holmes, J. Legendre, M. McGoldrick-Larsen...4

NAYS: W. Byrne, L. Davis...2