

REGIONAL MUNICIPALITY OF OTTAWA CARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWA CARLETON

REPORT
RAPPORT

Our File/N/Réf. 03 07-98-0099

DATE 25 August 1998

TO/DEST. Transportation Committee

FROM/EXP. Co-ordinator, Transportation Committee

SUBJECT/OBJET **FALLOWFIELD ROAD FROM WOODROFFE AVENUE TO A
 POINT 155 M WEST OF WOODROFFE AVENUE - PROPOSED
 MEDIAN - PUBLIC HEARING**

REPORT RECOMMENDATIONS AS AMENDED

That the Transportation Committee recommend Council approve:

1. **The construction of a median on Fallowfield Road between Woodroffe Avenue and a point 155 m west of Woodroffe Avenue as illustrated in Annex B, subject to the RMOC and the Long Farm Developments Incorporated;**
 - a) each participating to the extent of 50% in the funding of the median construction costs limited to a maximum Regional contribution of \$40,000;
 - b) executing a legal agreement with respect to the above;
 - c) the encumbrance of funds in the amount of \$40,000 from the Safety Improvement Programme (91-30708);

2. **That the Transportation Committee reconsider the following resolution which was approved on 21 July 1998: *“That the bicycle lanes not be narrowed but rather, that the median be narrowed to make up the difference instead.”***

BACKGROUND

At its meeting of 21 July 1998, the Transportation Committee approved, as amended, the attached report dated 8 July 1998 from the Environment and Transportation Department. Further, staff were directed to respond to several questions posed by Councillor McGoldrick-Larsen in her memo dated 17 July 1998 and to this end, an Addendum to the report is attached as Appendix A. An extract of Draft Minute immediately follows the Addendum.

The committee agreed to commence the advertising of this item immediately and to schedule a public hearing on 2 September 1998. Accordingly, the project was advertised in the three daily papers on the following dates: August 1, 2, 8, 9, 15, 16, 22 and 23, 1998. No objections have been received to date.

*Approved by
Rosemary Nelson*

Our File/N/Réf. **50 23-98-R012**
 Your File/V/Réf.

DATE 8 July 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **FALLOWFIELD ROAD FROM WOODROFFE AVENUE TO A
 POINT 155 M WEST OF WOODROFFE AVENUE - PROPOSED
 MEDIAN**

DEPARTMENTAL RECOMMENDATIONS

That the Transportation Committee and Council approve:

- 1. The construction of a median on Fallowfield Road between Woodroffe Avenue and a point 155 m west of Woodroffe Avenue as illustrated in Annex B, subject to the RMOc and the Long Farm Developments Incorporated;**
 - a) each participating to the extent of 50% in the funding of the median construction costs limited to a maximum Regional contribution of \$40,000;**
 - b) executing a legal agreement with respect to the above;**
 - c) the encumbrance of funds in the amount of \$40,000 from the Safety Improvement Programme (91-30708);**
- 2. The initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*.**

BACKGROUND

Long Farm Developments Incorporated proposes the development of a fast food retail facility on the south side of Fallowfield Road located west of Woodroffe Avenue and east of the CN Railway crossing. Roadway modifications are proposed to be developed in concert with the development which would involve the construction of a concrete median along the length of Fallowfield Road, from Woodroffe Avenue to a point west of the proposed site access. Not only

would this modification benefit access to this development, it would also have the added effect of significantly enhancing traffic safety along this section of Fallowfield Road.

The developer had maintained that the largest portion of the median fronts on the lands located east of the proposed site. A median would provide a solution for the existing collision location opposite the Petro-Canada site and offer direct benefits to the overall traffic safety beyond the limits of the proposed development. As well, the developer has maintained that without some form of cost-sharing, the costs associated with the length of this median would jeopardise the viability of the proposed development.

The development of the median was reviewed by Regional staff and analysis was undertaken to assess the impact that the proposed median would have on traffic collision frequencies in this area of Fallowfield Road. The construction of the median would require that the existing pavement markings be removed and subsequently replaced and could also involve a slight narrowing of the bike lanes on Fallowfield Road. As well, it was determined that the median would indeed provide an overall safety and economic benefit to the people of Ottawa-Carleton. Recognizing this benefit, staff now requests Council approval to participate, to a limited degree, with the developer in the funding of this modification.

EXISTING CONDITIONS

Fallowfield Road is generally characterized by a two-lane, undivided rural cross-section with localized widenings adjacent to accesses. This arterial roadway will likely continue to serve as the major east-west arterial serving the Barrhaven Community.

Pedestrians

Pedestrian activity at the Fallowfield Road and Woodroffe Avenue intersection is negligible in that the areas to the north and east of this intersection have little or no development.

Cycling

Fallowfield Road serves as a Regional “primary” cycling facility with cycling lanes on either side of the roadway. Cycling traffic over an eight-hour period on Fallowfield Road was recorded as 50 bicycles in 1997, 30 bicycles in 1996 and 35 bicycles in 1995.

Transit

Transit service consists of routes 70, 73, 76, 170, 173 and 188 serving Fallowfield Road and routes 77 and 177 serving Woodroffe Avenue. The transit routes serve the Barrhaven, Davidson Heights and Longfields communities of Nepean.

Automobiles

Peak hour directional traffic on Fallowfield Road west of Woodroffe Avenue is approximately 1,110 vehicles per hour. Peak hour traffic on Woodroffe Avenue south of Fallowfield Road is approximately 1,280 vehicles per hour. Heavy vehicle traffic (inclusive of buses) on Fallowfield Road in front of the site comprises approximately 5 percent of the traffic during both the morning and afternoon peak hours of traffic demand.

DESIGN PROPOSAL

The proposed roadway modifications involve the construction of a concrete median along the length of Fallowfield Road, from Woodroffe Avenue to a point west of the proposed site access. A functional design of these proposed roadway modifications is attached as Annex C. The existing automobile lane configuration would be preserved. Access to the adjacent Petro-Canada site would, however, be restricted to right-in, right-out movement. It should be noted that should the median be constructed, the Petro-Canada site would continue to maintain all-directional access for their patrons travelling from the east and west by utilizing the site's all-movement access to Woodroffe Avenue.

Pedestrians

The proposed median would have virtually no effect on existing pedestrian travel in this area of Fallowfield Road.

Bicycles

The proposal may require the existing 2 m bicycle lanes to be narrowed slightly to 1.75 m. It is anticipated that this will not affect the existing bicycle operations on this section of Fallowfield Road.

Transit

This proposed roadway modification will have no effect on the existing transit operations in this area of Fallowfield Road.

Automobiles

As mentioned earlier, the proposed median will prevent westbound and northbound motorists from turning left into and out of the Petro-Canada site which, in turn, will significantly improve traffic safety at this location. In addition, the median will provide the added benefits of separating the eastbound left-turn lane at Fallowfield and Woodroffe and narrowing the vehicle lanes.

The RMOC has recognized the need to widen Fallowfield Road; however the RMOC Transportation Master Plan, (February 1997) did not address the need to widen this facility as either a first (by approximately 2001) or second (by approximately 2006) priority indicating that major improvements to Fallowfield Road are not anticipated within the 10 year horizon. Preliminary or conceptual plans prepared by the RMOC indicate the desire to grade separate the CN Rail crossing such that Fallowfield Road would pass under the rail crossing.

DISCUSSION

Attached as Annex A is a summary of the background and analysis that this Department feels clearly illustrates the potential for safety improvements that justify the Region's financial participation in this proposed roadway modification project. Estimates of the total cost required to design and construct the median has been determined to be approximately \$80,000 including G.S.T. The Region's portion would be 50% of the total construction cost to a maximum of \$40,000. If construction costs exceed \$80,000, the Regional contribution would remain at \$40,000.

It will be necessary to enter into an agreement with Long Farm Developments Incorporated for this work.

CONFORMITY TO THE TRANSPORTATION MASTER PLAN

The guiding principle from the Transportation Master Plan (TMP) is the provision of a modal hierarchy with the emphasis on walking, cycling and transit usage. This principle is reflected in the current design of Fallowfield Road through the recent provision of bicycle lanes which will be maintained with this proposed modification.

FINANCIAL COMMENT

Should Regional Council approve the proposed roadway modification and related works, the owner, Long Farm Developments Incorporated in participation with the RMOC, will be responsible for 100 percent of all costs.

The following cost estimates, which have been developed by the engineer for Long Farm Developments Incorporated, are at a conceptual stage and may vary after further analysis. These estimates relate only to the roadway modifications identified in the Regional right-of-way and are provided solely for the information of the Transportation Committee and Regional Council:

<u>Item</u>	<u>Cost Estimate</u>
Construction	\$55,000
Engineering	\$20,000
Contingencies	<u>\$ 5,000</u>
Total Estimated Cost	\$80,000

EXPENDITURE JUSTIFICATION

Motorists travelling along this portion of Fallowfield Road currently experience a greater risk of being involved in a traffic collision when compared to similar road sections throughout Ottawa-Carleton. It is estimated that if the proposed road works were completed, the collision frequency on this section of roadway would be reduced by as much as 45%. In economic terms, the savings to society through collision reduction has been conservatively estimated to be \$13,000 annually and at least \$80,000 (10% annual discount) over a 10 year period (assumed service life of the safety improvements).

Although the Environment and Transportation Department has long-term plans to rehabilitate this section of Fallowfield Road through upgrading and/or widening, no plans are in place for the next five years. In view of this, the prospects for road improvements to the south side of Fallowfield Road are fairly remote in the short to mid-term; therefore, this would appear to be an ideal opportunity to provide a substantial enhancement to traffic safety at a minimum cost to the taxpayers of Ottawa-Carleton. If the RMOC participated with the developer up to a maximum of \$40,000 in the funding of these roadway safety improvements, over the space of 10 years the people of Ottawa-Carleton would recoup more than twice their investment through collision reduction alone.

FINANCIAL STATEMENT

Funds are available in the 1998 Capital Budget, Account No. 912-30708, Safety Improvement Programme (reference page 133).

CONSULTATION

The opportunity for comment from the general public will be provided via the public hearing process.

COMMENTS FROM THE REGIONAL CYCLING ADVISORY GROUP

This report will be presented to (RCAG) at their meeting of 11 August 1998. Although this report is being considered by the Transportation Committee on 21 July 1998, RCAG will have ample opportunity for input through the public hearing process should they have any concerns with any of the proposals in this report.

Approved by
Doug Brousseau
WJ/js

ANNEX A
Page 1 of 2

ECONOMIC ANALYSIS AND BENEFIT-COST CONSIDERATIONS FOR FALLOWFIELD ROAD SAFETY IMPROVEMENTS ALONG THE FRONTAGE OF THE PROPOSED RETAIL DEVELOPMENT

Of the 16 collisions reported along the frontage of this proposed development, 6 (45%) are categorized as treatable primarily by physically preventing left turns into and out of the existing access (#3320 Fallowfield Road - Petro Canada Site). This measure is considered to be a very effective treatment in the reduction of mid-block left-turn related traffic collisions.

There is an inherent cost to society with every traffic collision, which according to current figures developed by Transport Canada, amounts to a Canada-wide average of \$3,880.00 for a collision involving only property damage and an average of \$15,730.00 for each collision involving an injury and/or fatality.

The attached table provides a summary of the present value calculation used in this analysis in order to derive the annual traffic collision costs to society along this portion of Fallowfield Road. In addition, the table illustrates how much can be invested now in collision treatment with an eventual recuperation of this investment in 10 years. Assuming a 10 year service life after the installation of these proposed collision countermeasures, and a very conservative annual discount rate of 10%, it is estimated that the minimum present value (1998 dollars) of the economic benefit to society totals approximately \$80,000.00.

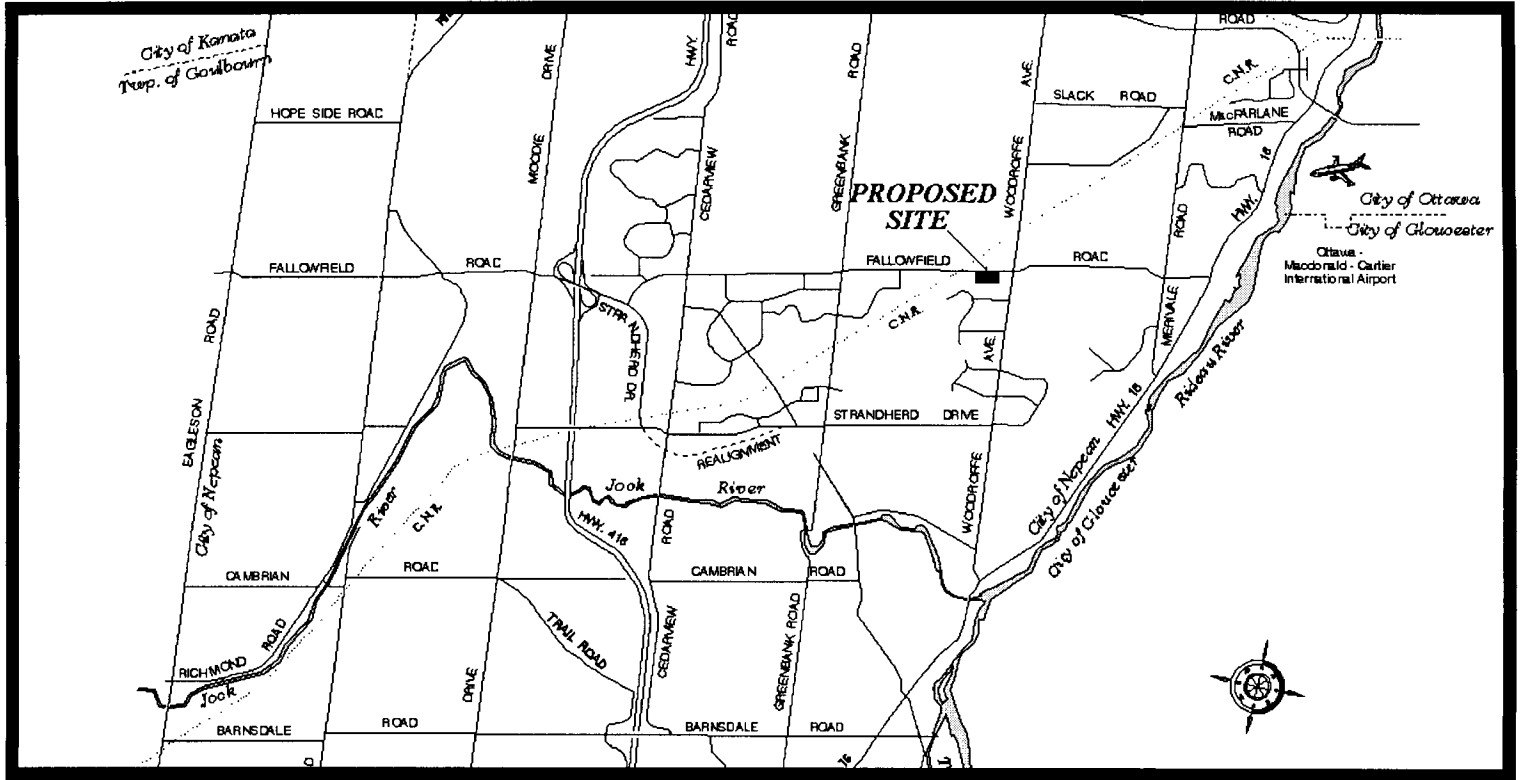
Not only do these roadway modifications aid the developer in providing a safe access to the proposed site, the median would provide a net benefit to all motorists travelling on this section of Fallowfield Road. If the RMOC is willing to participate with the developer and invest \$40,000.00 to improve the safety of this road, in the space of 10 years the people of Ottawa-Carleton would recoup more than twice their investment through collision reduction.

ANNEX A
Page 2 of 2

Annual Average Cost of Collisions Treatable by the Installation of a Median on Fallowfield Road (Regional Road 12) from Woodroffe Avenue (Regional Road 15) to a Point 155 m West of the Proposed Retail Development

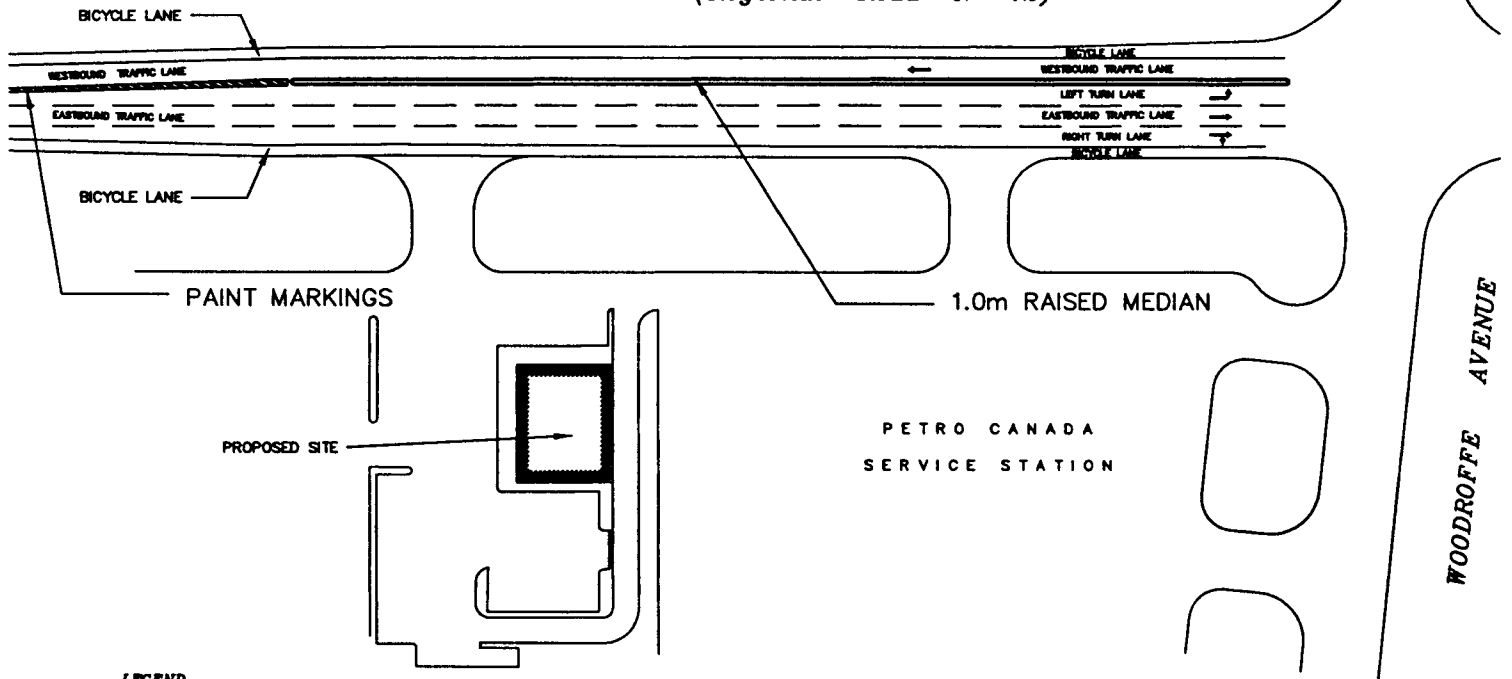
	Type of Collision		
	Property Damage Only	Injury	Total
No of Collisions	6	1	7
Period over which Collisions Occurred (years)	3	3	3
Average No. of Collisions per period	2	0.3333	2.3333
Average Cost per Collision (\$)	\$3,880	\$15,730	
Annual Cost of Collisions (\$)	\$7,760	\$5,243	\$13,003
Period over which Benefits Accrue (years)	10		
Total Value of Collision Avoidance over Benefit Period	\$130,033		
Annual Discount Rate	10%		
Present Value of Treatable Collisions (Nearest \$1,000)	\$80,000		

General Location of Proposed Site





FALLOWFIELD ROAD (Regional Road N° 12)



LEGEND

- PROPOSED 1.0m MEDIAN
- LANE MARKINGS

<p>ANNEX C</p> <p>PROPOSED PLAZA - FALLOWFIELD ROAD</p> <p>SCHEMATIC DRAWING DETAILING PROPOSED ROADWAY LANE CONFIGURATION</p>		DESIGN: D.G.
		DRAWN: D.G.
		REVIEWED: A.E.G.
		DRAWING No.: ANNEX-C
SCALE: AS-SHOWN	DATE: JUNE 09/98	

REGION OF OTTAWA CARLETON
 RÉGION D'OTTAWA CARLETON

REPORT
 RAPPORT

Our File/N/Réf. 50 23-98-R012-A
 Your File/V/Réf.

APPENDIX A

DATE 11 August 1998

TO/DEST. Co-ordinator Transportation Committee

FROM/EXP. Director Mobility Services and Corporate Fleet Services
 Environment and Transportation Department

SUBJECT/OBJET **FALLOWFIELD ROAD FROM WOODROFFE AVENUE TO A
 POINT 155 M WEST OF WOODROFFE AVENUE -
 ADDENDUM REPORT**

DEPARTMENTAL RECOMMENDATIONS

That Transportation Committee recommend Council receive this report for information and reconsider the resolution approved by Committee on 21 July 1998 in regard to narrowing the proposed median instead of narrowing the bicycle lanes.

BACKGROUND

STAFF RESPONSE TO COUNCILLOR MCGOLDRICK-LARSEN'S MEMO OF 17 JUL 98

Councillor McGoldrick-Larsen could not be in attendance at the 21 July 1998 Transportation Committee and since the proposed modification to Fallowfield Road is located in her ward, members of the Transportation Committee and Regional staff received a memo from the Councillor (Annex A) providing some background on the area and seven important questions were posed. The following is the staff response to those questions.

Question #1

If this median were constructed there would be a change in traffic patterns of motorists currently accessing the PetroCan westbound on Fallowfield Road. What affects would these changes have on the intersection of Woodroffe and Fallowfield?

Staff Response:

The provision of a median along Fallowfield road would certainly change the travel pattern for westbound motorists accessing the Petro Canada site. It is estimated that a very minor volume would be reassigned which would have a negligible affect on the travel pattern on the intersection of Fallowfield and Woodroffe.

Question #2

Currently there is no median on Woodroffe Avenue south of Fallowfield, at the entrance to the PetroCan immediately south of Fallowfield. Would this cause a traffic safety problem?

Staff Response:

The attached collision diagram (Annex B) shows far fewer collisions over a four-year period on Woodroffe Avenue (4 collisions between 1 January 1994 and 31 December 1997) than on Fallowfield Road (27 collisions during the same time period). Anytime more vehicles are exposed to a conflict point (roadway accesses) the potential for conflict rises; however, based on collision experience, access to Woodroffe would appear to have far less potential for collisions than Fallowfield Road. Our view is that this would not cause a safety problem.

Question #3

How are pedestrians expected to access this site?

Staff Response:

We expect that most of the pedestrians wishing to access this site will originate from the Longfields Community located south of the site and will use Woodgate Way and walk across the existing vacant lot. Apart from this, no pedestrian facilities have been provided either along Fallowfield Road or Woodroffe Avenue; therefore, pedestrians will be expected to use the shoulders of the roadway to access the site.

Question #4

How will motorists access this site if westbound on Fallowfield?

Staff Response:

If the median is constructed, we expect westbound motorists to turn left at Woodroffe, then turn right into the Petro Canada lot and travel through the lot to the site.

Question #5

How will motorists access the site if northbound on Woodroffe?

Staff Response:

If the median is constructed, we expect northbound motorists on Woodroffe to turn left into the Petro Canada lot (two accesses to the lot are located in advance of Fallowfield Road) and then travel west through the lot to the site.

Question #6

The South Nepean Park and Ride is scheduled for construction in 1999. Would it be prudent to co-ordinate this project with the anticipated upgrading of the Woodroffe and Fallowfield intersection then?

Staff Response:

Much of the proposed median would be unaffected by the construction of the modifications to Fallowfield Road to accommodate the Park and Ride. It would certainly be prudent to co-ordinate the designs for each facility so that they are mutually compatible in order to minimize throw-away construction. Plans for the Park and Ride do not include, at this time, a median along Fallowfield from Woodroffe to a point 155 m west of Woodroffe.

Question #7

The traffic situation on Woodroffe, south of Fallowfield, is being reassessed this year. Would it be more beneficial to look at this area as a whole?

Staff Response:

It would certainly be beneficial to look at this area as a whole in terms of traffic on Woodroffe south of Fallowfield Road, but preferably, this would be carried out after the proposed median on Fallowfield is constructed so that these affects would be taken into account when considering modifications to Woodroffe Avenue.

NARROWED BICYCLE LANES ON FALLOWFIELD ROAD - RESOLUTION BY COMMITTEE ON 21 JUL 98

A median on this section of Fallowfield Road requires a minimum width of one metre. To accommodate this, it is proposed that the existing motor vehicle lanes be narrowed and the bicycle lanes be narrowed by 0.25 m. It was resolved by Transportation Committee at its meeting on 21 July 98 that in place of the bicycle lanes being narrowed, a narrower median be constructed. Since only 0.5 m could be taken from the adjacent vehicle lanes on this section of Fallowfield that are already at the minimum tolerable width, staff was left with no option but to consider

narrowing the median to 0.5 m. The following are two reasons that preclude the construction of this narrow median:

1. The standard "Keep Right" sign is 60 cm wide which is 10 cm wider than the 0.5 m wide median. If this sign were erected on this narrow median it would jut out into the travelled portion of the roadway creating a hazard to motorists and cyclists alike.
2. A 0.5 m median is not substantial enough to retain the build-up of asphalt on one side nor is it large enough to withstand the rigors from the occasional rubbing of heavy trucks and road maintenance equipment.

CONSULTATION WITH THE REGIONAL CYCLING ADVISORY GROUP (RCAG)

The difficulties with constructing a 0.5 m wide median on Fallowfield Road was presented to the Regional Cycling Advisory Group at its meeting on 11 August 1998. After discussion and consideration of this matter, RCAG resolved to accept staff's reasons for a one metre wide median and the narrowing of the current 2.0 m wide bicycle lanes to 1.75 m in width to accommodate the originally proposed 1.0 m wide median.

*Approved by Grant Malinsky on behalf of
Doug Brousseau*

WJ/

Attach. (2)

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

MEMORANDUM
NOTE DE SERVICE

Our File/N/Ref.
Your File/V/Ref.

DATE July 17, 1998

TO/DEST. **Members of Transportation Committee**

FROM/EXP. Molly McGoldrick-Larsen
Councillor, Bell-South Nepean

SUBJECT/OBJECT **Fallowfield Road Proposed Median**
Item 10 - July 21 Transportation Committee Agenda

OTTAWA-CARLETON ENVIRONMENT & TRANSPORTATION DEPARTMENT	
<i>[Signature]</i>	
DATE	JUL 20 1998
FILE NO	02-98-0026
FILE NO	08-98-0014
FILE NO	5372
FILE:	COPIES SENT TO:

[Handwritten initials]

I will not be in attendance at the July 21 Transportation Committee. However, I wanted to provide you with some background of this area and some concerns I see with this proposal.

Background on the area:

1. **Population:** Longfields/Davidson Heights 8,000-10,000;
2. **South Merivale Business Park:** Fall of 1998, JDS Fitel, projected employment of 3000;
3. **High School:** Opened late 1998, projected enrollment of 950, projected total of 1500 students in 2001;
4. **Business Services:** Longfields/Davidson Heights, one commercial business- the PetroCan, Woodroffe and Fallowfield. (*see Appendix 1 for developed commercial locations in South Nepean*).
5. **Transportation:**
Roads:
 - a) Fallowfield eastbound, two lanes with left turning lanes at Woodroffe intersection;
 - b) Woodroffe/Fallowfield intersection, currently operating at Level E.

Concerns frequently raised by residents:

- a) Congestion exists at the intersection;
- b) Intersection needs upgrading to accommodate population growth;
- c) Bike lanes, sidewalks needed for Woodroffe;
- d) Right turn lanes needed for south-bound traffic on Woodroffe at Fallowfield, and Woodroffe at Longfields.

Some questions that should be addressed concerning this median proposal and access to this site:

- If this median were constructed there would be a change in traffic patterns of motorists currently accessing the PetroCan westbound on Fallowfield Road. What affects would these changes have on the intersection of Woodroffe and Fallowfield?
- Currently there is no median on Woodroffe Avenue south of Fallowfield, and an entrance to the PetroCan immediately south of Fallowfield. Would this cause a traffic safety problem?
- How are pedestrians expected to access this site?
- How will motorists access the site if westbound on Fallowfield?
- How will motorists access the site if northbound on Woodroffe?
- The South Nepean Park and Ride is scheduled for construction in 1999. Would it be prudent to coordinate this project with the anticipated upgrading of Woodroffe and Fallowfield intersection then?
- The traffic situation on Woodroffe, south of Fallowfield, is being reassessed this year. Would it be more beneficial to look at this area as a whole?

In conclusion I can't endorse this proposal without answers to the above questions.

I request that Transportation Committee require this item to come back to committee after the Public Consultation process and before it goes to Council.



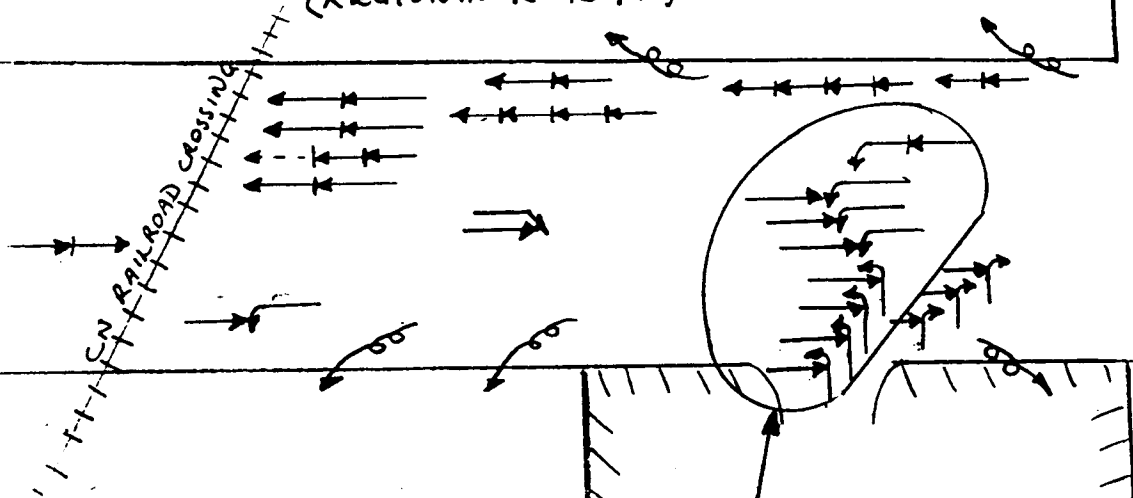
Molly McGoldrick-Larsen

attach: map of area

cc Doug Brousseau, Director Mobility Services
Bill Jolliffe, Mobility Services
Rosemary Nelson, Committee Co-ordinator



FALLOWFIELD ROAD
(REGIONAL ROAD 12)



COLLISIONS DIRECTLY
ASSOCIATED WITH THE
PETRO CANADA SITE
ACCESSES

PETRO
CANADA
SERVICE
STATION

COLLISION DIAGRAM

A SCHEMATIC OF COLLISIONS IN THE PROXIMITY OF THE
PETRO CANADA STATION (DOES NOT INCLUDE COLLISIONS
ASSOCIATED WITH THE INTERSECTION OF FALLOWFIELD
AND WOODROFFE).

TOTAL FROM: 1 JAN 94 TO: 31 DEC 97 (4 YRS) - 31

TOTAL ASSOCIATED WITH THE PETRO CANADA
ACCESS ON FALLOWFIELD - 8

**FALLOWFIELD ROAD FROM WOODROFFE AVENUE TO A POINT 155 M WEST
OF WOODROFFE AVENUE - PROPOSED MEDIAN**

- Director, Mobility Services and Corporate Fleet Services report dated 8 Jul 98

Councillor Cantin made reference to the site and questioned the distance to the recreational pathway which ends at Woodgate Way. On behalf of Regional Realty, the developer, Arthur Gordon advised there is a pathway adjacent to Fallowfield Road, which ends short of the site by approximately 250 metres, at Woodgate Way. He confirmed there is no sidewalk in front of the development along Fallowfield Road.

Councillor Legendre noted that the report makes reference to the conformity of this proposal to the Transportation Master Plan (TMP), although he felt the proposed design actually falls short of the TMP's expectations because the bicycle lanes along this portion of Fallowfield Road are proposed to be narrowed in order to accommodate the median. Staff advised that the Regional Cycling Advisory Group is not concerned about a slightly narrower bicycle lane, however, the councillor proposed a Motion that the median be narrowed rather than the bicycle lanes.

The Committee Chair made reference to a memorandum from Councillor McGoldrick-Larsen who was unable to attend the meeting. In particular, she made reference to the councillor's request to initiate the advertisement for a public hearing on this issue, prior to the item going to Council. The committee concurred with this request. Further, the councillor was requesting a staff response to several questions contained in her memo and it was suggested the response be in the form of an addendum to the report for inclusion in the agenda when the item returns for a public hearing.

Moved by J. Legendre

That the bicycle lanes not be narrowed but rather, that the median be narrowed to make up the difference instead.

CARRIED

That the Transportation Committee and Council approve:

- 1. The construction of a median on Fallowfield Road between Woodroffe Avenue and a point 155 m west of Woodroffe Avenue as illustrated in Annex B, subject to the RMOC and the Long Farm Developments Incorporated;**
 - a) each participating to the extent of 50% in the funding of the median construction costs limited to a maximum Regional contribution of \$40,000;**
 - b) executing a legal agreement with respect to the above;**

- c) **the encumbrance of funds in the amount of \$40,000 from the Safety Improvement Programme (91-30708);**
- 2. **The initiation of the public hearing process as required by Sections 297 and 300 of the *Ontario Municipal Act*;**

CARRIED * as amended

* *The proposed roadway modifications will rise to a public hearing on 2 September and subsequently to Council on 9 September 1998.*