

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
7 April 2021 / 7 avril 2021**

**and Council
et au Conseil
14 April 2021 / 14 avril 2021**

**Submitted on March 25, 2021
Soumis le 25 mars 2021**

**Submitted by
Soumis par:
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Ward: ORLÉANS (1)

File Number: ACS2021-OCC-TRC-0004

SUBJECT: Motion - Highway 17/Ottawa Road 174

OBJET: Motion – route 17/route 174

REPORT RECOMMENDATIONS

That the Transportation Committee recommend Council:

- 1. request the Mayor write to the Mayor of the City of Clarence-Rockland and the owners of Leduc Bus Lines LTD (and other inter-city transportation providers) to request more frequent commuter bus service once the Stage 2 LRT extension to Trim Road is in service, to encourage a modal shift to transit along the Highway 17/Ottawa Road 174 corridor, with a transfer to the LRT at the Trim Park & Ride facility; and**

2. **request that the Mayor write to the Premier of Ontario and the Minister of Transportation to request that provincial funding be provided for the planning, design and construction of a parkade structure at the Trim Park & Ride.**

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil :

1. **d'enjoindre au maire d'écrire au maire de Clarence-Rockland et aux propriétaires de Leduc Bus Lines Itée (et aux autres fournisseurs de services de transport intervilles) pour leur demander d'augmenter la fréquence du service d'autobus le matin et le soir une fois que la ligne de train léger sera prolongée jusqu'au chemin Trim (Étape 2), afin de favoriser l'utilisation du transport en commun dans le couloir de la route 17 et de la route 174, avec le passage au train léger au parc-o-bus Trim;**
2. **d'enjoindre au maire d'écrire au premier ministre de l'Ontario et à la ministre des Transports pour leur demander de financer la planification, la conception et la construction d'une structure de stationnement couvert au parc-o-bus Trim.**

BACKGROUND

At the Transportation Committee meeting on March 3, 2021, Councillor Luloff introduced a Notice of Motion for consideration at the subsequent meeting. The motion is now before Transportation Committee for consideration.

DISCUSSION

Councillor Luloff has provided the following motion for Transportation Committee's consideration:

WHEREAS in 1998, the Province of Ontario downloaded a portion of Highway 174 (from Highway 417 to Canaan Road), to the former Region of Ottawa-Carleton (now the City of Ottawa), which is now known as Ottawa Road 174; and

WHEREAS the City of Ottawa has made significant annual investments in the operations and maintenance of Ottawa Road 174, a corridor that continues to function as a provincial highway connecting eastern municipalities and townships to Ottawa, rather than just a municipal corridor for trips within Ottawa only; and

WHEREAS from 2001 to 2019, the City invested at least \$43 million in infrastructure improvements to the Ottawa Road 174; and

WHEREAS the Ottawa Road 174 continues to be a key commuter route connecting surrounding municipalities to Ottawa; and

WHEREAS the Rockland Transit Service, which as of September 1, 2019, is managed privately by Leduc Bus Lines Ltd., utilizes this corridor for their AM service with a ridership of up to 374 commuters (11 buses, 34 riders per vehicle); and

WHEREAS the City of Ottawa supports sustainable transportation and therefore has made significant investments in the design, construction and implementation of Light Rail Transit (LRT); and

WHEREAS the City of Ottawa has and will continue to make significant investments in the operations and maintenance of O-Train facilities and vehicles to support transit ridership; and

WHEREAS once Stage 2 LRT is in service, eastern commuters to Ottawa should be encouraged to use LRT to get downtown while leveraging the Trim Park & Ride for those traveling by car; and

WHEREAS when Stage 2 LRT begins servicing the east-end in 2024, increased demand is anticipated on LRT and its facilities, in particular at the Trim Park & Ride by out-of-town commuters; and

WHEREAS additional parking space at the Trim Park & Ride will be needed to accommodate this increased demand and encourage the use of LRT; and

WHEREAS the footprint of the existing Trim Park & Ride cannot be expanded beyond the existing 1,108 parking spaces and would require a parkade structure, if capacity is to be increased to accommodate out-of-town commuters and future ridership growth; and

WHEREAS the Trim Park & Ride parkade would serve the same purpose as the Metrolinx multi-level parkades that support the GO Transit lines, which are funded by the Government of Ontario to support and encourage regional transit;

THEREFORE BE IT RESOLVED that Transportation Committee recommend that Council request the Mayor write to the Mayor of the City of Clarence-Rockland and the owners of Leduc Bus Lines LTD (and other inter-city transportation providers)

to request more frequent commuter bus service once the Stage 2 LRT extension to Trim Road is in service, to encourage a modal shift to transit along the Highway 17/Ottawa Road 174 corridor, with a transfer to the LRT at the Trim Park & Ride facility; and

BE IT FURTHER RESOLVED that Transportation Committee recommend Council request that the Mayor write to the Premier of Ontario and the Minister of Transportation to request that provincial funding be provided for the planning, design and construction of a parkade structure at the Trim Park & Ride.

Transportation Planning comment:

Staff are supportive of this motion and will continue to work with the Councillor. Details regarding transfer areas to the Confederation Line, and other integration issues would be addressed through the planning and design of the parkade once funding is secured.

RURAL IMPLICATIONS

There are no rural implications associated with the report recommendation.

CONSULTATION

No specific consultation was conducted in respect of this report. The public was notified of this report in such that the Notice of Motion was raised at the public meeting of the Transportation Committee on March 3, 2021, and was listed on the associated meeting Disposition, which was posted to Ottawa.ca. Subsequently, the meeting was advertised in community newspapers and on Ottawa.ca, and the agenda was published on Thursday, March 25, 2021.

Public delegations may be received by the Committee.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Luloff raised this issue, by way of Notice at the March 3 Transportation Committee meeting and can provide further context upon request.

ADVISORY COMMITTEE(S) COMMENTS

Not applicable

LEGAL IMPLICATIONS

There are no legal impediments to the adoption of the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

There are no known risk management implications associated with this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the recommendations in this report.

ACCESSIBILITY IMPACTS

The City's Accessibility Design Standards and AODA Integrated Accessibility Standards Regulations will be addressed during the study, design and construction phases.

TERM OF COUNCIL PRIORITIES

Integrated Transportation: Enable effective mobility through a sustainable, accessible and connected city transportation system.

Outcomes:

- An integrated transportation network that incorporates all modes of getting around;
and
- Transportation infrastructure investment is sustainable and meets long-term needs.

DISPOSITION

Staff will take direction from Committee and Council and proceed accordingly.