

# GENERAL MEETING

Held on 26 September, 1978

The meeting consisting of approximately 50 people was called to order at 8:00 p.m. by Felix Comeau who introduced Mike Roche, the Transportation Member of the BCA Executive.

Mike Roche explained that the purpose of the meeting was to discuss the present bus service, identify problem areas, and seek possible solutions. He stated that steadily improving service had been received from OC Transpo over the years but that on September 5, 1978, certain changes had been put into effect, across the whole region, without prior consultation with the various community organizations that exist in Gloucester Township. As a result, two problem areas had developed in Blackburn Hamlet which should be discussed. These were:

- a) increased presence of buses on side streets
- b) general service problems.

Mike Roche introduced Dick Cody and Ed Kollesh representing OC Transpo and then invited discussion of the first problem area.

### Increased presence of buses on side streets - Autumn Hill

Terry Henderson spoke on behalf of residents in the area of Orient Park, Rondel and Autumn Hill Crescent. He stated that since 5 September, a new mini-bus service had been in effect linking Blackburn Hamlet and Orleans. This service travelled down Rondel and Orient Park and made a turn on Autumn Hill. Few residents used this service and could easily walk to Innes. The main purpose of going into this section was to make a turn. Problems cited included danger to small children, absence of sidewalks on Autumn Hill and a gradient creating traffic and safety problems. A petition had been taken requesting re-routing of 36A. 190 residents had signed the petition out of 206 approached.

Mike Roche asked OC Transpo to comment on the 36A. Dick Cody agreed that the Autumn Hill area was being used partly as a turnaround area to link up with the 36 which goes to St. Laurent Shopping Centre and Shoppers City. Unfortunately no other suitable turning area could be found in that vicinity.

Residents responded that previously the 36 had provided the link to Orleans without the problems caused by 36A. The new route was a non-service to Autumn Hill and a danger to children, particularly in winter.

**VOTE**

**DORIS SHACKLETON**

**VOTEZ**

Last time you elected an independent voice to speak for community concerns on Gloucester Council.

I have worked for controlled growth and controlled spending; more accountability, with a ward system; encouragement to small business.

Now I ask your support to take on a bigger job with the same full-time commitment.



Aux dernières élections vous avez élu une candidate indépendante au conseil de Gloucester, pour représenter les intérêts de la communauté.

Je me suis dévoué aux questions d'une croissance équilibré -- dépenses contrôlés -- de plus de responsabilité envers les électeurs -- un système de circonscriptions -- l'encouragement de petites entreprises.

Aujourd'hui je demande votre appui pour une tâche de plus grande envergure à laquelle j'apporterai le même engagement à temps complet.

**FOR DEPUTY REEVE**

**POUR SOUS-PREFET**

Westpark

Marilyn Giekes reported for Westpark Drive and some residents on side streets off Westpark. She stated that a petition had been taken and 86% of the households were in favour of continuing the new 36 bus route on Westpark Drive. Problems cited were the presence of small children and the unsuitability of the road structure. Also there appeared to be no economic justification for the frequency of the 36, considering the low utilization by residents of Westpark and side streets off of Westpark.

Other residents added their views:

- a) farthest distance to Bearbrook is 0.4 miles;
- b) two senior citizens and some teenagers wish to retain new service;
- c) shock damage to houses and noise pollution;
- d) effect on property values;
- e) excessive speed of some buses;
- f) twenty-two buses counted driving a ninety-minute period;
- g) road not built for buses;
- h) large buses (55 passenger) being used on 36 service as well as medium buses (31 passenger);
- i) the express route is acceptable as it provides a real service;
- j) the 36 route provides 4 buses per hour until past midnight which appears unjustifiable in terms of the ridership.

Views were expressed that the sector streets (Westpark, Northpark, Southpark, Eastpark and Centrepark) had been built as collector streets but there was considerable doubt concerning the ability of these streets to handle fixed routes like the 36, or even the 25 express service.

OC Transpo representatives stated that it was the intention to use only the medium size buses on the 36 route and that they would look into the complaint that large buses were also being used.

During the discussion of routing to avoid Westpark, there was a reaction from Bearbrook residents who felt strongly that they did not want the 36 route on Bearbrook, having experienced bus traffic going past their houses over the last few years.

Eastpark, Ridgeburn Gate, Northpark

Mel Dighton reported on behalf of Eastpark residents and stated that a petition had been started but was not complete. It seemed that about 65 per cent of the households polled were opposed to the 36 route. He could not understand the economics of large buses travelling practically empty on a thirty-minute frequency. He asked that the justification was. OC Transpo representatives replied that the following factors had led to the discontinuation of tele-transpo:

**ELECT ELISEZ****JIM ARNOLD**The Man & His Family

- \* Residents Blackburn Hamlet 7 years.
- \* Married to former Ginette Courchene.
- \* 7 yr. old daughter Anita Jean.
- \* Studied Political Science & Economics - Princeton Univ. & Univ. of Sask.
- \* Manager - Imperial Life \*Formerly with Economic Advisory & Planning Bd., Gov't. of Sask. & Fed. Dept. of Agriculture.

His Concerns

- \* Better communication between council and voters \* Municipal pressure to close quarry \* Greater promotion for and assistance to business to reduce residential taxes \* Disclosure of municipal campaign funds \* An overall master plan for development of township.

L'homme et sa Famille

- \* Résidents de Blackburn Hamlet depuis 7 ans \* Époux de Ginette Courchene et père d'une fille Anita âgée de 7 ans
- \* A-fait ses études en Science Politique et en Economique a L'Univ. de Princeton et de La Saskatchewan
- \* Gérant de la Co. D'Ass Vie Imperiale
- \* Anciennement avec Le Conseil de Plannification Economique du Gouv. de la Sask. et de Dept. D'Agriculture du Gouv. Fed.

Ses Preoccupations

- \* Meilleurs communications entre le conseil et l'électorat \* Pression au niveau municipal pour fermer la carrière \* Plus grande promotion pour - et aide au commerce pour réduire les taxes résidentielles \* Divulgation des fonds de campagne municipale \* Un plan général pour le développement du comté.

**GLOUCESTER COUNCILLOR-CONSEILLER**

Minutes of 26 September General Meeting - Continued.

- a) maintenance cost per mile was nearly three times as great for mini-buses as for the large buses;
- b) extra minis had to be employed during peak hours causing additional labour and operating costs;
- c) operation of radio-control dispatch centre was costly;
- d) many users preferred fixed route over uncertainty of service on call.

Residents questioned the cost aspects, e.g., how did total operating costs compare between tele-transpo and new fixed routes, and had the mileage increased? OC Transpo representatives replied that it was still too early to know.

Southpark, Tauvette

Residents of Southpark and Tauvette were concerned about the condition of the roads but expressed satisfaction with many aspects of the bus service. A teenage representative spoke of the need for buses for young people and the importance of not developing an anti-bus complex. The point was made that there is a great absence of facts and figures about roads, operating costs, destinations, etc., against which to judge the existing service.

The OC Transpo representatives stated that origin/destination surveys were conducted from time to time with bus users but that no data was available to them from the household level. The driving force behind most of the changes was the new route 99 which runs from west to east across the region conforming to future rapid transit concepts.

Summary of segment dealing with increased presence of buses

Mike Roche summarized the discussions and pointed out that the old convenience routes and tele-transpo service had been replaced by a route 36 shuttle to St. Laurent and Shoppers City. In view of the relationship with service considerations, he suggested that any motions be withheld until discussion of the next item - general service problems. This was agreed by the meeting.

General Service Problems

Councillor Shackleton expressed concern over the suitability of roads to withstand the shock and vibration of heavy bus traffic and asked whether OC Transpo ever looked into this aspect when designing routes. OC Transpo representatives replied that they selected obvious routes and larger roadways to the extent possible but that there was no consultation on a regular basis with municipal road engineers.

A resident from Centrepark expressed the view that the 36 route should go down Centrepark. Other residents supported the need for off-peak services for teenagers, students and senior citizens in particular.

Comments were received on behalf of residents working in such areas as Startop Road and St. Laurent Boulevard who did not have a convenient bus service. It was suggested that the 36 route should go down Cyrville Road.



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On November 13

le 13 Novembre

## ANDRE LADOUCEUR

for  
Gloucester Council

au  
Conseil de Gloucester

What we need:

- . a Council that listens.
- . an open Council.
- . more industries and businesses to decrease the proportion of the residential tax base.
- . the creation, with public participation, of an Official Plan of urban development.
- . the preservation of our farms and countryside.

Ce qu'il nous faut:

- . un Conseil qui écoute.
- . un Conseil ouvert.
- . plus d'industries et de petites entreprises pour diminuer la proportion des impôts résidentiels.
- . l'élaboration, avec la participation du public, d'un plan directeur de développement urbain.
- . la préservation de nos fermes et de nos campagnes.

Andre Ladouceur, 35, is married with two children. He has been a resident of Gloucester for 10 years. He is a teacher and Head of Mathematics at Ecole secondaire de La Salle.

André Ladouceur, 35 ans, est marié et père de deux enfants. Il habite Gloucester depuis 10 ans. Il enseigne à l'Ecole secondaire De La Salle où il est chef de la section de mathématiques.

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Minutes of 26 September General Meeting - Continued.

A number of complaints were expressed about the removal of the 85 service which was convenient for people going to NRC and along Montreal Road. The new arrangements involve transfers at Shoppers City and the possibility of a 30-minute wait if a 36 connection is missed.

A suggestion was made that the 36 service might be extended from St. Laurent to the RCMP and from Shoppers City to NRC and along Montreal Road.

It was pointed out that dropping the old 36 service to RCMP had created more passengers from the 25 which was now overcrowded.

Residents from the Cleroux/Atkins/Keystone area complained that they no longer had a bus service unless they walked to Eastpark.

Summary of Overall Situation

In summarizing the situation, Mike Roche suggested that three alternatives existed:

- 1) continue with the present service;
- 2) make adjustments to the present service; or
- 3) go back to the old service.

It was apparent that many people favoured the third alternative. However, the OC Transpo representatives held out no hope that this was possible.

MOTION

It was moved by John Hollins and seconded by Ed Hunt that:

"BCA advise the OC Regional Transportation Commission of its dissatisfaction with the lack of consultation with the community before the routes were changed on September 5, 1978 which has resulted in a significantly poorer level of service to residents of Blackburn Hamlet. The community association urges OC Transpo to review the service in the area in consultation with the association and then design and implement a service worthy of the name".

The motion was passed with three people opposed.

ACTION

Mike Roche undertook to convey the petitions and the views of the association to OC Transpo, through the Gloucester Transportation Committee. He asked for volunteers who would be prepared to assist in a review of bus service requirements and the following submitted their names:

Autumn Hill/Orient Park	Terry Henderson	824-3328
	Peter Nelson	5181
Eastpark/Ridgeburn Gate	H. A. Diceman	3043
	Mel Dighton	2032
Bearbrook	Art Percy	6263
Centrepark	Charlotte Clark	1147
	G. J. Parsons	6402
Westpark/Valewood	Arnold Brandon	4285
	Marilyn Giekes	8267
	Ed Hunt	4227
Southpark/Tauvette	Peter Bain	1440
	P. E. Newman	5493
	Dave Hanna	2689
Cleroux/Keystone	George Currey	1109

Mike Roche turned the meeting back to Felix Comeau who adjourned it at 10:00 p. m.

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