

MINUTES
TRANSPORTATION COMMITTEE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
CHAMPLAIN ROOM

1 APRIL 1998

1:30 P.M.

PRESENT

Chair: D. Holmes

Members: M. Bellemare, W. Byrne, R. Cantin, C. Doucet, H. Kreling, J. Legendre,
M. McGoldrick-Larsen, M. Meilleur

REGRETS L. Davis

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 18 March 1998.

CARRIED

REGULAR ITEMS

1. SUSTAINABLE TRANSPORTATION
 - Co-ordinator, Transportation Committee report dated 9 Feb 98
 - Report entitled "State of the Debate: The Road to Sustainable Transportation in Canada"*previously distributed via Co-ordinator, Transportation Committee memorandum dated 9 Feb 98*
 - deferred on 18 Mar 98

The Committee Chair noted that much of the leadership in the document is requested by the federal government and the recommendations are mainly aimed at that level. She provided members with copies of recommendations she wanted considered. The Committee noted the recommendation with respect to bus bays is already the subject of a report to committee in the future.

Note: 1. Underlining indicates a new or amended recommendation approved by Committee.
2. Reports requiring Council consideration will be presented to Council on 22 April 1998 in Transportation Committee Report 6.

Councillor Cantin was surprised the document did not include a recommendation that the federal government get involved. He remarked that the environment is everybody's business, and yet, there needs to be leadership from the senior levels of government. Councillor Meilleur agreed there is a need for a partner in this initiative and suggested the school boards be brought on board and that the provincial Minister of Education be involved also.

Councillor McGoldrick-Larsen explained the Region should also look at what it is doing that is contributing to some of the problems and ensure that communities have adequate pedestrian and cycling paths and easy access to public transit. It was suggested this could be included as an additional recommendation.

Councillor Legendre indicated that at a recent FCM workshop, information on an education program was presented and therefore, he did not believe there was a need to approve Recommendation 1 because the data is already available. He suggested the Region could perhaps publish this information in community papers. He related that the workshop revealed that the need to reduce greenhouse gases, et cetera, is more common in high energy cost countries where the incentive to reduce consumption is greater and the resulting difference in the cost is visible.

Councillor Meilleur suggested Recommendation 2 to the Planning and Development Approvals Department be amended to include that priority should be given to those who work in the downtown, but who live outside the RMOC and have no means except their cars to come to work. She believed incentives should be provided so as not to penalize those coming from the outlying areas.

While he supported the concept of Recommendations 1, 3 and 4 of the Environment and Transportation Department, Councillor Kreling believed they all had financial implications and should be referred to the Committee's budget discussions. With respect to the latter two, he questioned how those positions are to be created and the Environment and Transportation Commissioner advised that each staff resource is assigned to a particular area (program) and a new position cannot be added without removing another, thereby eliminating a program. With respect to the proposal for the establishment of a Transportation Demand Management position, he confirmed that both his Department and the Planning Department have included resources for such a position in their respective budgets. The Committee Chair clarified it was not her intent to add new positions but to use existing resources.

Councillor Doucet was astounded that the Region has an Official Plan with a green hierarchy, but does very little to back it up with. He did not dispute supporting the creation of two new positions, but assumed they would be included as part of the budget debate. He recognized, however, that some areas might lose as a result if there is reorganization within the Department.

Councillor Bellemare opined that Recommendations 3 and 4 are management issues and did not feel it was appropriate for the committee to be discussing whether or not these positions should be created and eliminating others as a result. He explained that staff are responsible for implementing the policies set by council and maintained it would be unfair to put them in a position where they are asked to pick and choose from among the priorities established by Council and the many policies the Region is obligated to fulfil under provincial legislation. He believed the committee should focus on what is practical and within the Region's means to develop and indicated that he wanted to see where the resources are going to come from and what the impact will be.

Councillor Byrne believed the two positions are important because with the recent traffic calming reports, it shows there is a priority in Transportation Demand Management; it is visible how the increasing traffic is impacting communities at the risk of the safety of those communities. She recognized the validity of the budget constraints, but recalled the Commissioner's comment that there are resources and it is simply a matter of prioritizing.

The Committee then considered the recommendations brought forward by the Committee Chair:

ENVIRONMENT AND TRANSPORTATION DEPARTMENT

Moved by C. Doucet

The following recommendations be referred to the Budget deliberations:

- 1. Develop an education program from a transportation perspective that is designed for the media, including community newspapers, that explains the need to reduce greenhouse gases, and the relationship between greenhouse gases and climate changes;**
- 3. Create a full time position to deal exclusively with Transportation Demand Management;**
- 4. Create a full time position to deal exclusively with pedestrian and cycling matters.**

CARRIED

Moved by D. Holmes

That staff prepare a report on the subject of removing bus bays that are currently used by OC Transpo.

CARRIED

Moved by R. Cantin

That an additional Recommendation 5 be added as follows:

- 5. That Committee recommend to council that the Association of Municipalities of Ontario (AMO) and the Federation of Canadian Municipalities (FCM) be asked to lobby the Federal Government:**
- a) to establish a budget similar to the U.S. Department of Transportation's support of public transit and construction thereof;**
 - b) to develop a realistic on-going funding formula (i.e. access to fuel tax);**
 - c) that Ottawa-Carleton be identified as a potential pilot for repetition in other communities.**

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

Moved by M. Meilleur

That Motion 2 be amended to include: “(e.g. decreased rates for car-pooling) after the words “develop a strategy...”.

CARRIED

Moved by J. Legendre

That the following recommendations be referred to the Planning and Development Approvals Department for a report to the Planning and Environment Committee:

- 1. Request that the Planning and Development Approvals Department prevent the construction of surface parking lots in the Central Area that would cater to long term parking. Request the Planning and Development Approvals Department to challenge the City of Ottawa's zoning by-law that necessitates parking in the Central Area for new developments;**
- 2. Request that the Planning and Development Approvals Department develop a strategy (e.g. decreased rates for car-pooling) to decrease long term monthly parking in the RMOC garage and increase short term visitor parking. Request that a surcharge be created for long term parkers to be used for transit purposes;**

- 3. Request that the Planning and Development Approvals Department ensure that all lower tier municipal zoning by-laws come into compliance with the new Regional Official Plan with regards to decreasing the parking demand in these by-laws so as to increase transit usage;**
- 4. Request that in the interim, the Planning and Development Approvals Department challenge all proposed developments that plan to provide more than 25% of parking spaces per employee within the Central Area, and proposed developments that plan to provide more than 50% of parking spaces per employee beyond a 400 metre distance of the transitway;**

CARRIED

Moved by M. McGoldrick-Larsen

That an additional Recommendation 5 be added as follows:

- 5. Under RMOG Subdivision agreements, Site Plan requirements and road construction projects, that pedestrian and cycling pathways be more prominent in order to provide better access within our communities, as well as access to Regional Roads, where residents have access to public transit.**

CARRIED

2. **RESPONSE TO COUNCIL DECISION RE: SPECIAL EVENTS
POLICY - THE EASTER SEAL PARADE COMMITTEE**
- Councillor Diane Holmes report dated 24 March 1998

Doug Brousseau, Director of Mobility Services and Corporate Fleet Services referred to the recently-adopted Special Events Policy and the financial implications to charitable organizations. The recommendation with respect to the establishment of a budget to cover the costs of additional signage and advertising, was deferred to the Committee's deliberations of the 1998 budget.

Marilyn Dow, Easter Seal Parade Committee submitted a brief dated 1 April 1998. She spoke specifically to the additional costs and the subsequent implications to charitable organizations. She believed parades such as theirs and the Help Santa Toy Parade should be treated differently or included as a separate category in the Special Events Policy. She explained that the Easter Seals do not have a big organization behind them or a large budget from which to draw from. Consequently, they cannot absorb the additional costs to advertise and provide signage and would not raise money along the parade route, only to hand it over to the Region; that is not the reason for the parade. In closing, Ms. Dow recognized the financial constraints the Region is experiencing, but explained that if the costs are downloaded, this year will be the last for the Easter Seal Parade.

The Committee Chair suggested that if the recommendation to provide funding is not contained in the 1998 budget, that the special events policy come back to the Committee at which time they can discuss the option of exempting charities from the costs.

When questioned whether the organization had approached any large corporations to help offset costs, Ms. Dow indicated the Easter Seal Parade is a third-party event in that the organizers put on the parade and the money collected is given to the Easter Seal Society, which does additional fundraising raising throughout the year directly for the organization.

Councillor Meilleur believed the parade was a worthwhile event because it raises funds to assist children with disabilities. If they are unable to collect donations because they cannot afford to hold their annual parade, she agreed the organization and its recipients would suffer and as a consequence, the Region may be faced with having to provide financial assistance to them. She agreed with the delegation that the money they raise should not have to pay for the event itself.

Moved by M. Meilleur

That the Transportation Committee approve that if the \$65,000 budget for parades is not included in the 1998 budget, that the parade policy be brought back to the Transportation Committee for further discussion.

CARRIED

ADDITIONAL ITEM

3. LIGHT RAIL PILOT PROJECT: PROGRESS REPORT NO. 1 - VERBAL UPDATE
- Director, Policy and Infrastructure Planning memorandum dated 31 Mar 98

Councillor Doucet provided a brief overview of the report. The committee watched a video on the "Regio Sprinter", a light-rail system in Europe.

INQUIRIES

Traffic Study

Councillor McGoldrick-Larsen referred to the JDS Fitel Inc. development located south of Fallowfield Road and just west of Merivale Road. She noted there has been no traffic study done, but was concerned the anticipated workforce of approximately 3000 people, would create a demand on the road system, particularly at the intersection of Fallowfield and Woodroffe. She asked that the Planning and Development Approvals Commissioner can speak to municipal staff about this and confirm if there has been a traffic analysis and how it impacts the Regional road network.

Naming of RMOB Portion of Highway 16

Councillor McGoldrick-Larsen questioned whether there are plans to rename the Region's portion of Highway 16 to "Prince of Wales Drive". The Planning and Development Approvals Commissioner was not aware of that fact, but would investigate. The councillor further asked that she and the Commissioner discuss the proposal by several business owners to rename it a scenic route into the capital.

Woodroffe Avenue Transportation Assessment and Traffic Calming Plan Request

Councillor Byrne submitted a written inquiry about the traffic conditions on Woodroffe Avenue. She requested the following:

1. Will an in-house study be sufficient to address comprehensively the many factors that are affecting the dangerous and adverse traffic conditions that exist on Woodroffe Avenue and to provide effective solutions, or will a consultant be required.
2. That staff prepare a report with the costing analysis and process of such a study in time for budget deliberations on 15 Apr 98 and that they form part of the budget discussion.

Barrier on Charlotte Street

Councillor Meilleur inquired as to the status of the barrier on Charlotte Street at Laurier Avenue which is currently replacing the former steel barrier which was to be replaced. The Environment and Transportation Commissioner stated he would investigate and report back to the councillor.

Red Light Cameras

Chair Holmes suggested the committee discuss how the Region could get put pressure on the province to allow red light cameras and to push for a change in the legislation.

The Commissioner referred to the reports submitted to the Committee last month and in particular the red light camera study being undertaken in Peel. He emphasized the province's opposition to photo radar, but clarified red light cameras are different because they directly relate to decreasing deaths on roads and there is public support for this technology. When questioned whether revenues would go to the Region should the province support the technology, the Commissioner advised it is not a revenue-generating program, but any revenue generated would be put towards the enforcement of this technology.

Chair Holmes suggested this issue be discussed by the committee sometime in May and that any supporting information be included.

OUTSTANDING MOTIONS/INQUIRIES

Councillor Doucet indicated he had submitted a request to staff about a traffic study for the Glebe and Ottawa East and questioned the process by which such a request would be addressed. D. Brousseau confirmed staff would be bringing forward a report shortly with respect to a priority setting for such projects.

ADJOURNMENT

The meeting adjourned at 3:30 p.m.

CO-ORDINATOR

CHAIR