MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

6 MARCH 1996

1:30 P.M.

PRESENT

Chair: R. Cantin

Members: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre, H. Kreling, M. Meilleur, D. Pratt

CONFIRMATION OF MINUTES

That Transportation Committee approve the Minutes of the meeting of 21 February 1996.

CARRIED

PRESENTATION

1. CN Rail - Commuter Rail Proposal

Mr. Earl Kaufman, National Manager, Passenger Marketing, CN Railway presented a proposal for a commuter shuttle service on an existing rail line between the Ottawa Train Station and Barrhaven, the details of which are held on file. The following points were highlighted:

- rail capital costs are low compared to other options and the Region would be conducive to such a system because the infrastructure is already in place;

- the operation would be complimentary to and integrated with the existing transportation system and would be managed by CN;

- parking facilities would be provided by the Region and tickets/passes would be available through OC Transpo and fare dispensers;

- capital costs vary based on different options for frequency of service; the operating costs would depend of the level of service.

In response to questions posed by Committee members, Mr. Kaufman advised at full capacity, the cost per passenger would range between $4 and $5 depending on the chosen option of service. The commuter authority (the Region) would be responsible for purchasing the cars and bearing the operating costs. In response to community needs, Mr. Kaufman confirmed bicycles could be accommodated on the cars as well.

Councillor Pratt questioned what the estimated travel time would be from Barrhaven to downtown, taking into account transfers at the train station and whether the projections for cost were based on 100% capacity. Mr. Kaufman indicated the estimated time was thirty minutes; transfers would mean additional time for which CN had no estimates. He further confirmed the cost estimates were based on full capacity (100 passengers per car) and the system would require a combined fare with OC Transpo.

When questioned about the status of the Transportation Master Plan (TMP), staff confirmed a report on the Regional Development Strategy, which includes the Transportation Strategy, would be forthcoming in April and the examination of the technology comparing light rail transit to commuter rail would be part of the report; the detailed assessment of the technology will be forthcoming over the next three to four months. Councillor Holmes suggested that the report include an estimate of the operating cost as well as who would have the authority over this type of system. In addition, it should address any discussion with the province about subsidizing some or all of the costs associated with this service.

Councillor Cullen indicated the cost estimates for this proposal do not include provincial subsidy and when compared to the cost of the transitway, which is subsidized, the CN proposal is an attractive and affordable system that should be investigated further.

Councillor Beamish believed a phasing-in strategy should be developed to incorporate commuter rail in order to serve immediate peak hour commuter needs and therefore putting off the requirement for an expensive transitway to Barrhaven. He further believed long term savings could be realized with this system and wondered if the proposal could be incorporated with the TMP. The Commissioner advised commuter rail would be complimentary to the transitway and reiterated the fact the province should be investigating such proposals since they are responsible for commuter rail. The Director, Transportation Planning confirmed there would be a phasing-in strategy in the TMP.

The Committee Chair wondered if there was a possibility to use the rail lines eastward from the train station and Mr. Kaufman assured the Chair he would look into the ownership of those rails and forward that information to the Committee. He further noted the Beachburg Line to Pembroke comes very close to the high-tech business sector in Kanata and suggested Mr. Kaufman, in collaboration with staff, provide the Committee with the costing associated with the use of that line.

Darrell Richards, Transport 2000 believed the communities lying just outside of Barrhaven would also be able to use the system, which would add approximately 25,000 more users. Further, at the Highway 416 interchange near the rail line, there will be extensive employment development and that would improve the economics of the concept because of the potential for two-way traffic to fill some of the empty seats in the reverse direction. He suggested that instead of deciding on what transit technology the Region wants to use for the next 30 years, it should carry out a demonstration project for a few years to determine its effectiveness. In response to questions posed by Committee members, Mr. Richards advised that in light of the money already invested in the transitway, the low capital cost is key to the decision to convert to rail, but the Region should also consider economic development and land use issues.

In general, the Committee believed the proposal had merit, but suggested more information was required before the Region can move ahead on this.

Moved by L. Davis

That Regional Council indicate to the Provincial Government its support for commuter rail proposals in Ottawa-Carleton (such as those proposed by CN and CP), and urge the Provincial Government to investigate those proposals.

CARRIED

GENERAL

2. 1996 Transportation Department Capital Budget
- Environment and Transportation Commissioner report dated 16 Feb 96

Doug Brousseau, Director Corporate Fleet and Departmental Amalgamation provided a detailed overview of the rationale for the proposed reductions. Based on a breakdown of capital programs into categories, staff determined that Categories D and E (Improved Level of Service and Extended Services, respectively) are where reductions should be made because they include improving the level of service by adding to the system and it is recommended that Council protect the existing infrastructure before providing improvements to the level of service. One exception to the latter, however, is the construction of the Airport Parkway Ramps at Hunt Club Road (Category D) because of the benefits this project would have on the community and traffic flow and Regional Development Charge (RDC) funding can be used in this regard.

In an overview of the proposed reductions listed at Annex A, Mr. Brousseau noted the following:

- staff do not recommend a reduction in the Resurfacing programme in 1996 because it is one of the more successful programs and the investment has limited the Region's liability in maintaining hardtop;

- Council already reduced the Pre-engineering program by $400,000 and it is recommended it be flat-lined for the remaining 10 years;

- TEAP has already been eliminated as per Council budget deliberations in January;

- it is proposed to leave a nominal amount in the Cycling Facility Improvements Program and when the economic climate improves the Department would recommend that Council reinvest in this program; the funds were originally to be used to undertake some studies and spot improvements and a reduction should not be confused with the Department's commitment to cycling in the Region;

- the funds proposed for the Alta Vista Parkway Clean-up are only to monitor the situation;

- a full reduction is recommended in the Street Lighting Program because there have not been many requests for matching funds by the municipalities;

- the Region is having difficulty maintaining what greening it already has and therefore it is recommended that the Urban Green Plan be drastically reduced; a small amount will keep the account open so the Region can reinvest in this program when more funding is available;

- the Environmental Engineering Program is being recommended for full reduction over the ten years and should the need arise, funds can be sought from Provision for Unforeseen.

The Committee received over 40 pieces of correspondence objecting to the proposed cuts to the Cycling Facility Improvements Program. In addition, correspondence was also received in support of funding the Airport Parkway Ramps at Hunt Club Road. These are held on file with the Regional Clerk.

The Committee received the following delegations in opposition to the proposed reductions to the Cycling Facility Improvements Program:

Linda Hoad noted that the hierarchy established and approved by Council puts non-motorized modes ahead of motorized modes, but in light of the proposed cuts, she questioned how people can be expected to shift to the alternative of their choice, if there are none and if there is no support for those alternatives. The Region has only recently begun to spend money on cycling and she believed that now is not the time to stop. She further indicated there have been significant changes in energy use and maintained that alterations will have to be made to improve the situation because there isn't time to wait another ten years before cycling facilities are improved and other alternatives to the single occupancy vehicle are supported. In closing, she stated a 90% cut to the cycling program when 10% is the average across the board, does not give the same indication of what the priorities are.

Alayne McGregor, Citizens for Safe Cycling, thanked the Committee for its past support and reminded members that Council agreed with promoting the environment and cycling; people want a cleaner, greener Region and cycling is perceived as part of that solution. She indicated the budget for this program addresses problem areas, but if it is cut, those improvements will not be carried out. Many employees of the high tech industry cycle to and from work and suggested that is one reason that such businesses come to Ottawa. She was concerned about the effect cutting back would have on that area of economic development and suggested Council look at other areas in the Corporation to find the nominal amount that will keep this program going.

In response to a question posed by Councillor Cullen on the status of the Cycling Coordinator position, the Commissioner advised the duties of that position will be

assigned to a staff member. The Councillor was concerned the workload of that position is quite onerous and doubted whether the staff person will be able to carry out those responsibilities in addition to their own workload.

Bob Baser stated in today's economy, people are looking for reductions in day to day expenses and he hoped the governments could assist in this regard by encouraging alternative and economical modes of transportation. He attended a workshop recently that addressed the issue how communities would evolve in the future and what a model community might be like. There, it was described how the reliance on automobile technology undermined a sense of community, and he emphasized that attention must be given to where cuts are made because if emerging technologies are resulting in different traffic patterns, the Region should encourage people to use the kind of transportation that might be more meaningful in the future.

Bob Sanderson stated people whose jobs are posted temporarily in Ottawa have spoken very favourably about the lifestyle that it offers because of the cycling and skating. Many live in Nepean and Kanata and often cycle to work because the facilities exist. He believed the proposed cuts will be damaging because existing facilities are currently inadequate and unsafe. He cited the bicycle lanes on Ogilvie Road as an example of where these facilities have been made safe and comfortable, but he believed such facilities would be hurt by the disproportionate and unfair cuts.

Murray Allice, Co-Chair, Ottawa Cycling Advisory Group stated traditional transportation planning is too focused on providing for automobile traffic to the exclusion of other users of the street. That focus can be attributed to the reaction of the traditional planner to two categories of concern: the first order concern are of a technical and more immediate nature and deal with things such as intersection automobile capacity and level of service for automobile drivers and passengers; the second order concerns are more of a planning nature with long term effects i.e. planning for a desirable future, fairness, use of energy and the environment. The Regional Official Plan (ROP) contains goals and objectives which reflect both these concerns. Its' transportation system objective regarding the level of service of automobile drivers and passengers is a good example of a first order concern e.g. to adopt the level of service standard for the road system during the weekday peak periods of travel which will result in a high level of road utilization system capacity. He stated that the tendency for transportation planners to address first order concerns is natural because they are relatively simple to deal with in the short term. However, the ROP contains more second order concerns than first order concerns, and those are more difficult to measure and the means of achieving them are numerous. Typical goals of second order concerns include respecting the capacity of the natural environment to assimilate the effect of human activities. However, second order concerns are not

attainable if traditional traffic planning continues because they are over-shadowed by the immediate importance of first order concerns.

Mr. Allice further stated that the design of the street and vehicle speeds has an effect on cyclists and cycling can never be a serious mode of non-recreational travel until treated as such. The cycle mode is severely underutilized and neglected in the Region and despite its obvious benefits, the traditional approach is to omit cyclists from transportation and planning studies. In closing, Mr. Allice stressed that what the Committee does today will directly affect the City of Ottawa's Comprehensive Cycling Plan and its' ability to complete projects. He noted that Plan and the Region's Cycling Plan were completed jointly and the implementation process requires both the City and the Region to fulfill the commitment made to cycling as a viable mode of transportation.

When questioned what the effect will be on Ottawa's 1996 bike plan if the Region does not put money into its network component, Daphne Hope, the Alternate Modes of Transportation Planner with the City of Ottawa, confirmed the Region's decision will have some impact on at least three projects proposed by Regional staff for implementation this year and the decision today will impact on the City's ability to complete some segments of its plan. However, both plans are longer-term in nature so these types of impacts will likely continue.

Dinah Robinson stated that not spending dollars now will result in more costs in the future. She emphasized the negative impact automobiles have on the environment and suggested people should be encouraged to get out of their cars and onto their bikes. She stated the cost of living in the Region is quickly out-pacing people's incomes and she urged that Committee find another way to save the money and reallocate the dollars to the cycling budget.

Suzanne Patten, a resident of Orléans, urged the Committee not to cut funds to this program. She believed the Region should do more to encourage cycling as it is an inexpensive mode of travel.

Karl Mills, a resident of Cumberland, indicated multi-laned roads are hostile environments for cyclists and improvements must be made in this regard. He suggested that if there are approximately 700,000 residents in the Region, there are more than likely 350,000 cars; statistics show there are more bicycles/person than cars and if each of those bikes were used, there would be a significant reduction in carbon dioxide and carbon monoxide emissions each year. He indicated that people are too scared to travel in traffic and refuse to use some bridges because there is little protection for them. As a result, many ride on the sidewalks which poses a danger not only to pedestrians, but to the cyclists themselves

should they fall over into oncoming traffic. He believed that getting cyclists onto safe roads or paths will reduce accidents between cyclists and motorists.

Peter McNichol, a Kanata resident stated that without improvements to roadways where cyclists travel there will continue to be accidents involving cyclists. Roads are not always wide enough and to reduce accidents, there has to be more separate lanes for bicycles. He indicated students need to travel to and from school/work safely when they ride their bikes because some of the paths they are currently using are not safe enough. He urged the Region to look ahead and plan for the future in terms of where cycling is going in Ottawa-Carleton.

Doug Gabelmann, The Bike Shop noted that as a manager of a bicycle shop, he has seen an increase in commuter cyclists over the years which represents a small group overall, but an important client base that is continually growing. He was disturbed that staff are recommending a cut because such cuts will determine whether he will have more customers. He made note of the Ottawa-Carleton Cyclist Profile Survey conducted in 1992 which stated there were 50,000 commuters in the Region then and an even greater number of non-commuting cyclists. The survey also determined that half of the non-commuters would become commuters if they could be assured of their personal safety when cycling to and from work. He agreed the environment does affect the numbers of cyclists during the winter, although he has witnessed an increase over the years. He urged Committee and Council to continue investing cycling so he can continue to contribute to the economy of the Region.

Brett Delmage, Citizens for Safe Cycling noted a number of correspondence the Committee had received were from people who work at high tech companies, which are the types of businesses the Region wants to attract because of their contributions to the economy. He stated that for 1995, Council approved funds for a cycling facility improvements project, but there has only been a small amount of that expended to date and already, the Region is falling behind with a full-time Cycling Coordinator. In light of this, he too questioned how staff can fulfill those duties in addition to their own. With respect to the Airport Parkway ramps, Mr. Delmage stated this would only serve to damage the Southeast Transitway recently opened and once the ramps are constructed, he felt the additional traffic will necessitate additional maintenance to Bronson Avenue and other roads.

Peter Martin, Action Sandy Hill indicated he has been a long-time cyclist and is concerned about the future of his community. He appreciated and sympathized with staff and Councillors because of the difficult decisions they are faced with in today's economic climate. He made reference to a document submitted to the Committee and Council last year as part of the Transportation Master Plan entitled "The Total Cost of Travel in the

RMOC" which indicated that in 1993 there were 341,000 cars in the Region with a total subsidy of $461M (this equals 25% of the total operating cost per automobile). Based on those figures, the subsidy for every car in the Region was $1352.00 and if that amount is divided into $180,000 (the amount originally to be committed for the Cycling Facility Improvements Program) the total is 133. Therefore, if $180,000 is the equivalent of 133 cars on the road, if that amount is spent and there are not more vehicles off the road he would be very surprised. He believed $180,000 is a very intelligent investment for the return. He suggested taking the money allocated for the Alta Vista clean up and using it instead for the Cycling Facilities Improvement Program because he believed it would be a better use of those funds.

John Shields stated he commutes by bicycle on an average of 4000 km/year and that cycling is an important part of his health and well-being. He wanted to maintain the quality of life he currently enjoys living in Ottawa and hoped the funding for enhancing bicycle facilities would not be reduced. He noted that losing the Cycling Coordinator would mean the loss of the expertise that that individual brought to the position as well as the lost opportunity of enhancing the existing standards of roads for safe bicycle travel. He acknowledged the fact that all new roads will incorporate bicycle lanes, but questioned what will be done on existing roads where cyclists now travel. He anticipated an increase in traffic in the future, particularly with the Highway 416 coming to completion but he also recognized an increase in cyclists because more people will use that form of transportation for commuting, some out of necessity, because they may not be able to afford other modes of transportation. With that anticipated increase, he saw the need for an enhancement of standards.

Mike Buckthought was surprised and disappointed that environmentally-friendly measures such as cycling improvements and the urban green plan are being decreased dramatically, while the resurfacing budget remains virtually untouched. He believed the proposed budget was completely out of touch with the needs of Ottawa-Carleton residents, especially since the majority of those use bicycles and placed the environment as one of their top priorities. He noted that the $20,000 to remain in the Cycling Facility Improvements budget is less than 1%, even though cycling is environmentally friendly and economical because for every dollar spent on cycling, the Region reduces the amount of money spent on roads.

Nancy Sunderland, Chair, Regional Cycling Advisory Group stated RCAG was established by Council to advise the Transportation and Planning Departments on cycling issues, the integration of cycling facilities, issues related to cycling education, safety and law enforcement and to provide liaison with municipal cycling groups. RCAG reviews and provides comments on all major transportation projects and their advice is not to install bicycle lanes everywhere; they look at cycling safety, cost effectiveness and accessibility to

Regional roads. She expressed concern about the deletion of the Cycling Coordinator position because that person provides a vital link between staff and the cycling community and is represented on several committees. She emphasized full funding for the Cycling Facility Improvement Program must be maintained because it demonstrates to the public Council's commitment to cycling.

Bruce Timmermans indicated that although he is a cyclist and has been involved in cycling and cycling groups for many years, he was speaking to the Committee on behalf of taxpayers, particularly those with automobiles. He noted that the comments raised by previous speakers are valid, however, it is the motorist taxpayer that has to support cycling more than the cyclists themselves because the economy is under severe financial constraint and spending money must be done as effectively as possible in order for the motorist to be able to drive. It is of the Region's own self-interest to not only support, but to double the cycling budget, because for every cyclist there is one less motorist and surveys have shown that cyclists do own cars and will use them and they should be encouraged to use bicycles.

Darrell Richards stated that the primary barrier to cycling is the perception of traffic hazards and investing in bicycle infrastructure tells the public it is a serious mode of transportation but more importantly, it improves the comfort level to encourage people to cycle. In the United States they have bike planners to ensure the planning of the details are done properly and their job is to institutionalize the bicycle culture and planning and practices into the institutions. He cited Finland as an example where even the severe climate does not deter cycling; they construct 1000 km/year of bicycle/pedestrian infrastructure because it is economical to do so because of the reduction in accident costs.

During the Committee's discussion of the staff report, Councillor Legendre expressed frustration as a result of the disparity between the Region's policies and what staff have proposed. He did not feel staff's recommendations were keeping in mind with the hierarchy of priorities established by Council when the transportation system is in question i.e. pedestrians, cyclists, transit, private vehicles. The Commissioner advised the analysis was based on the same approach used for projects included in Categories A-E of the Capital Program. However, if there are no funds for the extension of the system, which means any part of the system, then those projects cannot be carried out. He did note that priority projects such as the rehabilitation of Wellington Street or the Cummings Bridge include bicycle facilities as part of those designs.
Councillor Legendre proposed the following Motion:

RESOLVED THAT the reductions to the 1996 Transportation Capital Program be implemented as follows:

1. Remove $400,000 from Project 912-37139 - Traffic Controls - Rebuild and Modernization

2. Remove $100,000 from Project 912-33407 - Road Weather Info

3. Remove $3M from Project 912-30674 - Baseline Road

4. Remove $1.3M from Project 912-30736 - Airport Parkway Ramps

for a total of $4.8M in spending cuts.

With respect to 4, the Committee Chair cautioned that the figures contained at Annex A are monies spent out of tax dollars and that 85% of the funding for the Airport Parkway Ramps is RDC funding, as identified in the By-law. The danger in not using the funds for those projects specified is that the money will have to go back to the taxpayers or to the people who have paid RDC's.

After some discussion about the merits of reducing funding to the Airport Parkway Ramps, the Councillor indicated his intention to amend his original Motion and reduce it by $1.960M instead.

Moved by M. Meilleur

That the RMOC recommend to the provincial and federal governments to put in place a third stage Canada-Ontario Infrastructure Works Program.

CARRIED

The Committee voted on Councillor Legendre's Motions as follows:

Moved by J. Legendre

That $400,000 be removed from the Traffic Control Signal Program - Rebuild and Modernization (912-37139) for 1996.

CARRIED

YEAS: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre....5
NAYS: R. Cantin, M. Meilleur....2

Moved by J. Legendre

That $100,000 be removed from the Road Weather Information Budget (912-33407) for 1996.

CARRIED

YEAS: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre....5
NAYS: R. Cantin, M. Meilleur....2

In considering the Motion to delete $3M from the Baseline Road budget, Councillor Legendre clarified the intent of his Motion was essentially to defer that amount from 1996 and spread it out over the remaining years. N. Schepers indicated the authority for that project is all in 1996 because there is one contract and all of the authority must therefore be in one year; however, the spending is actually spread over three years (1996, 1997 and 1998) to complete. The impact of reducing the authority in 1996 would require the Department to package the contract differently so that only part of the contract could be called instead of the entirety and there would be increased costs as a result. To clarify the confusion that arose during discussion on spending and authority, the Commissioner indicated the authority is committed when the contract is awarded, even though the contract may be done over two years. After further questions, he stated that if Committee does not want a project to proceed it should remove it because moving funding from one year to the next, in the end, has no effect. If it is the Committee's wish to proceed, he stressed that it should be done in the manner that is the least cost and the best managed. Councillor Legendre stated the intent of the Motion is to meet Council's objectives of a $3.175M reduction in 1996. He still wanted the project to proceed and he suggested if it would be helpful, the funding for 1996 should be deferred one year.

Moved by J. Legendre

That $3,000,000 from the Baseline Road Project Budget (912-30674) be deferred one year.

CARRIED

YEAS: D. Beamish, L. Davis, D. Holmes, J. Legendre....4
NAYS: R. Cantin, A. Cullen, M. Meilleur....3

In considering the last portion of the Legendre Motion regarding the Airport Parkway Ramps, Councillor Cullen suggested deferring the project for one year only instead of totally eliminating the project as suggested by the Motion. He believed deferral would not

only give the new southeast transitway a chance to establish ridership, but would also ensure the community does not suffer more than one year with the traffic as a result of delaying the ramps. Councillor Legendre agreed to that Motion replacing his own.

Moved by A. Cullen

That the Airport Parkway Ramps be delayed by one year so that the 1996 reduction is $1,960,000.

CARRIED

YEAS: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre....5
NAYS: R. Cantin, M. Meilleur....2

Moved by A. Cullen

That the Snow Disposal Facilities budget (912-33815) be reduced by $150,000 yearly in the 10 year capital plan.

And that these amounts be transferred to the Cycling Facility Improvements Program.

CARRIED

YEAS: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre....5
NAYS: R. Cantin, M. Meilleur....2

Councillor Holmes proposed that $1.2M be deferred from the Alta Vista Parkway clean-up project until 1997. The Commissioner suggested that if there were projects the Committee did not wish to proceed with, then moving them ahead one year does not do too much; however, he suggested that if the intention is to put something in 1996 that it be done in a more positive way and Finance Department staff could ensure the total that was to be found ($3.175M) will still be the same in the end. He confirmed that the Department still has to reduce the 1996 budget by $3.175M and incorporate a $2M reduction for each year for the next ten years.

Moved by D. Holmes

That $1.232M be moved to 1997 for the Alta Vista Parkway Clean-up.

LOST

YEAS: D. Beamish, A. Cullen, L. Davis, D. Holmes....4
NAYS: R. Cantin, J. Legendre, M. Meilleur, D. Pratt....4

Moved by M. Meilleur

That $160,000 be moved from the Resurfacing Budget (912-30731) to the Cycling Facility Improvements Budget (912-33417) for 1996.

CARRIED

YEAS:` D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur....6
NAYS: R. Cantin, D. Pratt....2

Moved by D. Holmes

That the 1997 allocation of $400,000 for the New Traffic Control Signal Budget (912-37140) be reinstated.

CARRIED

YEAS: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre....5
NAYS: R. Cantin, D. Pratt, M. Meilleur....3

In considering the individual projects in Annex A, when the Committee arrived at the TEAP budget, the Commissioner advised this program had previously been eliminated by Council during budget deliberations. When questioned by the Committee Chair whether voting on this program required reconsideration at Council, the Solicitor advised it did not. Councillor Holmes questioned if this was the budget where the Cycling Coordinator salary is drawn from and D. Brousseau indicated that some portion of his salary did come from it. The Councillor proposed that $10,000 as the capital contribution to the Cycling Coordinator's salary, be removed from the TEAP budget, amounting to a reduction in that program of only $210,000 leaving $10,000 for a portion of the Cyclcing Coordinator's salary in 1996 and accordingly for subsequent years. To address the intent of her Motion, staff suggested and the Councillor agreed that $10,000 be added instead to the Cycling Facility Improvements budget.

Moved by D. Holmes

That $10,000 be added to the Cycling Facility Improvements Budget (912-33417) to compensate for the capital portion of the Cycling Coordinator position for the 10-year capital plan.

CARRIED

YEAS: D. Beamish, A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur....6
NAYS: R. Cantin, D. Pratt....2

Because two of the preceding Motions added monies to the Cycling Facility Improvements program, and with the leave of the Committee, Councillor Cullen suggested the second part of his Motion with respect to the Snow Disposal Facilities should be deleted. He proposed the following:

Moved by A. Cullen

That the following portion of the above-noted Motion be deleted:

"And that these amounts be transferred to Cycling Facility Improvements."

CARRIED
(D. Beamish dissented)

When voting on each project as proposed in Annex A, the following votes were recorded:

TEAP - Project - 912-33409

That the Transportation Committee recommend Council approve the capital spending authority reduction identified.

LOST

YEAS: D. Beamish, R. Cantin, D. Pratt....3
NAYS: A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur....5

Street Light Replacement Project 912-32726

That the Transportation Committee recommend Council approve the capital spending authority reduction identified.

CARRIED
(A. Cullen dissented)

Urban Green Plan - 912-30691

That the Transportation Committee recommend Council approve the capital spending authority reduction identified.

LOST

YEAS: D. Beamish, R. Cantin, D. Pratt....3
NAYS: A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur....5

High Speed Rail - Project 912-33418

That the Transportation Committee recommend Council approve the capital spending authority reduction identified.

CARRIED

YEAS: D. Beamish, R. Cantin, A. Cullen, L. Davis, Holmes, M. Meilleur, D. Pratt....7
NAYS: J. Legendre....1

1. That the Transportation Committee recommend Council approve the capital spending authority reductions identified in Annex A of this report, as amended as follows:

a. That $160,000 be moved from the Resurfacing Budget (912-30731) to the Cycling Facility Improvements Budget (912-33417) for 1996.

b. That $10,000 be added to the Cycling Facility Improvements Budget (912-33417) to compensate for the capital portion of the Cycling Coordinator position for the 10-year capital plan.

c. **That the Snow Disposal Facilities budget (912-33815) be reduced by $150,000 yearly in the 10 year capital plan.**

d. **That the 1997 allocation of $400,000 for the New Traffic Control Signal Budget (912-37140) be reinstated.**

e. **That the following reductions be made for 1996:**

i. **That $400,000 be removed from the Rebuild, Modern Upgrade Traffic Control Signal Program (912-37139).**

ii. **That $100,000 be removed from the Road Weather Information Budget (912-33407).**

iii. **That $3,000,000 from the Baseline Road Project Budget (912-30674) be deferred one year.**

f. **That the proposed reduction for the TEAP (912-33409) not be approved.**

g. **That the proposed reduction for the Urban Green Plan (912-30691) not be approved.**

2. **That the Airport Parkway Ramps be delayed by one year so that the 1996 reduction is $1,960,000.**

3. **That the RMOC recommend to the provincial and federal governments to put in place a third stage Canada-Ontario Infrastructure Works Program.**

CARRIED

3. Response to Transportation Committee on Environment and Transportation Department Report of 1 November 1995 on User Pay
- Environment and Transportation Commissioner report dated 16 Feb 96
- Transportation Commissioner report dated 18 Oct 95
- Extract of Minute, Transportation Committee 1 Nov 95
- Regional Chair memo dated 5 Mar 96

Moved by A. Cullen

That the RMOC support the dedication of gasoline taxes and vehicle license fees to transportation and public transit purposes, out of existing fuel taxes and communicate this position to the Provincial Government and local M.P.P.s.

CARRIED
(L. Davis dissented)

That Transportation Committee and Council approve that no funds be expended at this time to undertake further public consultation on user pay.

CARRIED

RESPONSE TO MOTIONS/INQUIRIES

4. Traffic Management - Palladium - Inquiry TC-19
- Director Mobility Services report dated 16 Feb 96

That Transportation Committee receive this report for information.

RECEIVED

INFORMATION PREVIOUSLY DISTRIBUTED

1. Final Report - Regional and Interprovincial Rapid Transit System: Technology Selection Study
- Director, Transportation Planning memorandum dated 22 Feb 96

Moved by A. Cullen

That this report be submitted as an agenda item for discussion at the first meeting in April.

CARRIED

INQUIRIES

Impact of Wellington Street Rehabilitation on Slidell Avenue

Councillor Davis indicated the rehabilitation of the westerly leg of Wellington Street has some impact on Slidell Avenue and suggested the Committee and Council have an opportunity to review what has been done to date in this regard. She was aware of an agreement between the Region, the NCC and the City of Ottawa which proposes diverting traffic down that street, without providing mitigating measures. She was also concerned that the "temporary" diversion is proposed to continue for three years.

The Commissioner advised there have been no agreements with respect to that and staff have informed the NCC that nothing can proceed if it is not in accordance with Council policy i.e. public meetings. He confirmed if it is decided not to implement that diversion strategy, it will not have an impact on the Wellington Street project. The Committee Chair suggested that staff prepare optional plans for the proposed diversion of traffic.

Briefing - Champlain Bridge

Councillor Davis wanted assurance that the NCC, who were invited to attend a Transportation Committee meeting to present an update of their findings from the public consultation and environmental assessment study on the Champlain bridge, would not schedule such a presentation during the summer months. She wanted to ensure the public would be available to attend the meeting. The Coordinator advised she would follow up with the NCC in this regard.

ADJOURNMENT

The meeting adjourned at 6:40 p.m.

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COORDINATOR CHAIR