

MINUTES
TRANSPORTATION COMMITTEE
REGIONAL MUNICIPALITY OF OTTAWA-CARLETON
CHAMPLAIN ROOM
6 NOVEMBER 1996
1:30 P.M.

PRESENT

Chair: R. Cantin

Members: D. Beamish, P. Clark, 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 the joint Planning and Environment Committee and Transportation Committee of 23, 24 and 30 September 1996, the In-Camera Minutes of 2 October 1996 and the Minutes of 16 October 1996.

CARRIED

-
- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
 2. Reports requiring Council consideration will be presented to Council on 13 and 27 November 1996 in Transportation Committee Reports 39 and 40, respectively.

RECONSIDERATION

1. 1997 BUDGET RE BICYCLE PROGRAM

- Co-ordinator, Transportation Committee report dated 18 Oct 96

That Transportation Committee reconsider the following Motion:

That funding for bicycle infrastructure for 1997 be retained at the 1996 level in the \$150,000 range.

LOST

YEAS: D. Beamish, R. Cantin, P. Clark, H. Kreling, D. Pratt....5

NAYS: A. Cullen, L. Davis, D. Holmes, J. Legendre, M. Meilleur....5

The Committee noted the original Motion by Councillor Holmes stands and will be forwarded to Council on 13 November 1996.

PRESENTATION

2. HIGHWAY 416 RECONSTRUCTION

- Co-ordinator, Transportation Committee report dated 25 Oct 96

David Kimmett, Project Director, Highway 416 gave a detailed overview of the construction schedule of the highway since it was first started in 1990. It was hoped the last section where it joins to Highway 417 would be opened by the end of June 1997.

Councillor Pratt raised several questions about the stability of the leda clay on which the highway is being built and questioned whether the Ministry anticipated any problems with respect to roadway heaving as this has happened on a section of the Queensway near Eagleson Road. Mr. Kimmett explained the treatment at that location was experimental and assured the councillor this would not happen with Highway 416.

Questions arose on the flow of water at the construction site and Councillor Pratt asked whether the Ministry had received any complaints from residents in terms of property damage during the de-watering process. Mr. Kimmett advised there had been 35 complaints and upon investigation, it was concluded none of the damages were a result of construction and those files have subsequently been closed.

Concern was also expressed that upon exiting Highway 416 at Cedarview Road, motorists wishing to get to Highway 417 are directed to use Greenbank Road, although the shorter route would be to use Baseline Road. The Committee Chair suggested if and when there

is another project which results in redirecting traffic, it should be done in the quickest way possible. Councillor Pratt felt it was not too late to change the signage, especially since there are several months more of construction. Staff suggested the reason for sending motorists down Greenbank was to avoid a situation of traffic backing up at Baseline Road and vehicles being stopped on the railway tracks near that intersection. D. Brousseau advised that staff would undertake a review of the signal timing and work with MTO staff with respect to the signage issue.

Councillor Pratt also wondered about the possibility of installing temporary traffic signals where there is presently a three-way stop at the intersection of 416 and Cedarview Road. He indicated many motorists, particularly during the a.m. and p.m. peak periods, ignore the signs and therefore was concerned about the inherent danger. Mr. Kimmett advised the traffic volumes are relatively low here, but assured him that MTO staff would review it in collaboration with RMOC staff.

That Transportation Committee receive this verbal presentation for information.

RECEIVED

REGULAR ITEMS

3. PEDESTRIAN CROSSOVER AT PRESTON STREET AND ELM STREET
- Director Mobility Services and Corporate Fleet Services report dated 16 Oct 96

The Committee received correspondence from the following:

1. R. Brown letter dated 5 Nov 96
2. A. Gardner letter dated 4 Nov 96
3. G. Simard fax message dated 4 Nov 96
4. W. Buckner letter dated 5 Nov 96
5. Dalhousie Community Association letter dated 4 Nov 96

The Acting Environment and Transportation Commissioner, Doug Brousseau, indicated this is one of the last pedestrian crossovers (PXO) in the system to be replaced, noting it is Council's policy to replace all warranted PXO's with pedestrian/traffic control signals, due to their unsafe nature. Although this intersection has never met the warrants for a PXO, the City of Ottawa paid for the installation and maintenance of the signal in 1977 as part of a neighbourhood study. Since then however, this location has been reviewed and staff have reconfirmed it still does not meet the warrants for either a PXO or a pedestrian signal.

Mr. Brousseau went on to state that staff have been lobbying the province to invent a new version of the traffic control signal or "half signal" (pedestrian intersection signal) whereby

the signal facing the major flow of traffic remains green until activated by a pedestrian and traffic from an intersecting street is controlled by stop signs. If the PXO were to be replaced, staff would recommend that type of signal. However, Ottawa has indicated they have no funds in 1997 for such signals and therefore staff have no commitment from them to maintain the installation. The issue is before committee as a result of the intervention of both the regional and local councillors.

Mr. Brousseau further indicated that staff would support the conversion of the PXO to an intersection pedestrian signal (half signal), but this is not a Council policy. At a community meeting, he recalled there were a number of residents who felt the PXO would be replaced with half signals, but they were not aware of the conflicting policies.

Councillor Legendre realized staff are recommending a pedestrian crossing prohibition on the north side of the intersection and questioned whether they could be allowed to cross on both sides. He was advised by staff that since half signals are relatively new, the Ministry of Transportation stipulates that only one side of the intersection can be used for pedestrians, although staff did not directly ask the MTO whether the other side could also be used. The Councillor suggested staff make this inquiry to the Ministry and expressed an interest in their response.

When questioned what the warrants were for this intersection, staff advised they were only 57% warranted and D. Brousseau added that pedestrian warrant calculations take into consideration young children and seniors and the numbers are doubled to reflect this.

Lynn Griffiths indicated the issue of the PXO has been a concern of hers for quite a while, especially as the mother of two young children. She has lived in the neighbourhood for 20 years and highlighted the fact there is a park and several schools in the area which require children having to cross Preston Street at this location. Of additional concern, the cut-backs in busing for students will mean there will be many more children walking to school and with the increasing traffic on Preston Street, she was concerned about the potential for conflicts with pedestrians.

As a member of the Dalhousie Community Association (DCA), Ms. Griffiths made reference to their letter which outlined the Association's recognition of a need for a safe pedestrian crossing at this intersection, especially given the number of accidents involving pedestrians at this location between 1990 and 1994. The community is willing to accept an alternate type and location of crossing and urged members not to remove the existing PXO until there is a commitment to its replacement.

Wendy Buckner spoke on behalf of a friend and neighbour on Spruce Street who has two small children. She related that many motorists do not stop for pedestrians in the crosswalk and as such, many families feel it is too dangerous and many do not allow their children to use it without supervision.

Speaking for herself, Ms. Buckner referred to her letter dated 5 November 1996, in which she emotionally recounted when she was struck by a truck at this intersection and the severe injuries she suffered as a result. She noted the situation at the crosswalk is an open invitation for such an accident to happen to someone else and she based this on the belief that motorists either do not see the crosswalk or do not understand how it is supposed to work. As the population ages she was concerned about the number of seniors who would use this intersection and asked the Committee to help make this a safe downtown community by providing a safe crossing for pedestrians.

Denise Aitken indicated that she has lived in the community for 18 years and crosses this intersection several times each day on her way to and from work. She too, recounted the total disregard of some motorists who travel too fast along Preston Street, some even driving through the crosswalk when the yellow lights are flashing. She was concerned that people using this crosswalk do not always take the time to stop and look before crossing, adding many of these are children and seniors who trust the light will protect them. She hoped pedestrian signals will prevent further accidents from happening here and hoped this matter will be resolved.

Ann Gardner made note of the fact there are eight schools in the vicinity of this location which generate a lot of pedestrian traffic, especially children, back and forth across Preston Street. She agreed there is a need for some kind of pedestrian crossing and supported the idea of half signals to ensure better safety for its users. With respect to the proximity of Somerset Street as an alternative signalized crossing point, Ms. Gardner expressed her hesitancy to use it because it is extremely busy and many heavy trucks go through that intersection daily.

Councillor Holmes proposed that the Transportation Committee recommend Council approve the replacement of the pedestrian crossover on Preston Street at Elm Street, with an intersection pedestrian signal. Staff confirmed there are funds available for this replacement.

Chair Cantin was concerned that if there is that much traffic on the street and half signals are installed, motorists at Elm Street waiting to turn out might take advantage of a pedestrian using the signal to make a turn onto or across Preston Street. Staff advised the signals are activated by pedestrians, however, there would be ample time within that crossing cycle to allow traffic from Elm Street to make those movements.

Councillor Pratt believed that since this location did not meet the warrants for signals, the local municipality should accept the responsibility for the installation and maintenance of such signals, as is Council's policy. He was concerned about setting precedent for other communities to come forward with similar requests. Staff reminded members this location is the second last PXO in the system, however, the councillor proposed the Motion be

amended to state the replacement be subject to the City of Ottawa paying all associated costs.

Some councillors did not support the amendment for the reason this issue is clearly one of safety and staff have confirmed there are funds available for half signals. If Councillor Holmes' Motion is adopted, the Committee Chair hoped parents and the community association, will be aggressive in their warnings to children and seniors on how to cross that street safely.

Moved by D. Pratt

That the Motion be amended by adding "subject to the City of Ottawa paying all associated costs."

LOST

YEAS: D. Beamish, D. Pratt....2

NAYS: R. Cantin, A. Cullen, L. Davis, D. Holmes, H. Kreling, J. Legendre,
M. Meilleur....7

Moved by D. Holmes

That the Transportation Committee recommend Council approve the replacement of the pedestrian crossover on Preston Street at Elm Street with an intersection pedestrian signal.

CARRIED

(D. Pratt dissented)

In accordance with the above, Recommendation 3 of the staff report was also approved, as it was the intent of the mover of the Motion:

That in conjunction with the above:

- a. remove the existing pedestrian crossover;**
- b. prohibit the pedestrian crossing on Preston Street on the north side of Elm Street at any time.**

and the Traffic and Parking By-law be amended to reflect this change.

CARRIED as amended

4. 1996 PEDESTRIAN SIGNAL AND TRAFFIC CONTROL SIGNAL PROGRAMME
PHASE 1

- Director, Mobility Services and Corporate Fleet Services report dated 22 Oct 96

The Committee received correspondence from the following:

1. Canadian Museum of Nature letter dated 6 Nov 96
2. 2-page petition from residents in favour of TCS at Lancaster and Walkley

D. Brousseau, A/Environment and Transportation Commissioner provided a brief presentation of the report, highlighting the individual locations where traffic control signals are warranted for installation. He made reference to an error at Annex A, whereby the number of pedestrians crossing within an 8-hour period at Metcalfe and McLeod should read 404 rather than 250. When questioned what kind of public response was received with respect to the proposed signals at this intersection, he indicated that of 49 calls received, 20 were in favour, 15 were opposed and the balance had no comment or were hang-ups.

There was some general discussion about this particular intersection and Councillor Legendre questioned whether the intention was to have pedestrians cross Metcalfe or McLeod or both and staff advised that due to the unique configuration being such a tight intersection, the proposed signals will allow them to cross both at the same time. In response to questions about the merits of a half-signal at this location, staff advised the cycle for such a signal would not allow enough time to cross both intersections and they did not believe it was safe to treat this as an intersection pedestrian signal.

When questioned about the need for four signal posts instead of two, staff advised this would provide maximum safety for crossing movements and pedestrians would receive a clear message that they have the right-of-way. Staff went on to state that if this was an intersection pedestrian signal, there would be a requirement to move the stop bar back 20 metres which is where the motorist would be able to see the lights, however, this may cause problems of access to properties along this section of McLeod Street.

Jack Shouldice, Principal, Henry Larson Elementary School Council spoke in favour of the proposed signals at Belcourt and Jeanne d'Arc. A member of the School Council, Warren Proctor, spoke on behalf of parents and families of the school and noted one of their concerns is changes to the busing policy which will result in many more children having to cross the road to get to and from school. They looked at a variety of options to improve the situation and hoped signals will help in this regard.

That the Transportation Committee recommend Council approve:

- 1. A pedestrian signal be installed at the following two locations:**
 - a. McLeod Street at Metcalfe Street - west intersection;**
 - b. Jeanne d'Arc Boulevard (Regional Road 55) on the east side of Belcourt Boulevard;**
- 2. In conjunction with recommendation 1. a, the westbound double right turn be prohibited on the red traffic control signal indication at any time;**
- 3. In conjunction with recommendation 1. b, the pedestrian crossing be prohibited across Jeanne d'Arc Boulevard (Regional Road 55) on the west side of Belcourt Boulevard;**
- 4. Multi-way stop (in lieu of a traffic control signal) be installed at the intersection of Booth Street and Elizabeth Street;**
- 5. A traffic control signal be installed at the intersections of Lancaster Road and Walkley Road;**
- 6. The transfer of funds in the amount of \$151,100 from The Village of Carp, Account 912-30692 to the New Traffic Control Signal Account 912-37140;**
- 7. The Traffic and Parking By-law be amended to reflect these changes.**

CARRIED

Councillor Cullen noted that Phase II of the Pedestrian Signal and Traffic Control Signal report will be coming forward in February and noted that where there is an intersection that requires signals, the Committee would have to decide on the funding during its budget deliberations; he indicated he would raise this issue at that time.

TRAFFIC AND PARKING

5. LEES AVENUE AND MAIN STREET - TURN PROHIBITION

- Director Mobility Services and Corporate Fleet Services report dated 10 Oct 96

D. Brousseau, A/Environment and Transportation Commissioner provided a brief overview of the report and outlined the alternative route, which is anticipated to add about 90 seconds to the travel time for motorists. Although they recognize that some motorists may choose to ignore the turn prohibitions, they will soon realize the alternate route is only a little bit longer to get them to where they are going. He concluded by stating this is a neighbourhood problem and this solution is an attempt to keep motorists on Regional roads and is the best way to deal with the arterial failure in the system.

Councillor Meilleur made note of the number of accidents that have occurred at the intersection of Mann Avenue and King Edward and was concerned that diverting motorists to the alternate route would bring them through this intersection and would in fact only serve to move the problem to another neighbourhood. When she questioned whether staff had reviewed the accident statistics at that intersection, D. Brousseau advised they had not, but was confident the detour was a safe route. G. Malinsky, Manager, Safety and Traffic Studies Branch added the extra traffic is a right-turn which has less impact on the community referred to by the Councillor. However, Councillor Meilleur was quite adamant about transferring a problem from one community to another and wanted assurance staff have studied the possible problem that might be caused by this.

Wendy McRae, Ottawa East Community Association indicated that although the report states cars making the turn onto Lees Avenue go past the Queensway, she emphasized that most cars are in fact going to the Queensway. With respect to the concerns expressed by Councillor Meilleur, Ms. McRae noted there are no houses at that intersection and there is no pedestrian crossing, which is quite different from Main Street/Lees Avenue and Main Street at Hawthorne Avenue.

During her presentation, she told the Committee the Community Association held a meeting to discuss ideas for increasing pedestrian safety on Main Street and it was proposed to reroute eastbound 417 traffic through Greenfield Avenue which would result in reduced congestion at the Hawthorne/Main and Lees/Main intersections and would therefore be less dangerous for pedestrians, cyclists and motorists. She recounted there were 103 accidents at these two intersections from 1991 to 1995 of which six involved pedestrians. In a community meeting last November, it was agreed to implement turn restrictions for a six-month trial period during the evening peak periods, with a view to expanding that period if it functions smoothly. Ms. McRae emphasized this proposal will provide a safer environment for the community and less hazardous for those just passing through.

Councillor Meilleur proposed that this item be deferred until her community has been consulted because she believed it will have an impact on the Sandy Hill community.

Moved by M. Meilleur

That this report be deferred pending further public consultation.

CARRIED

D. Beamish dissented

RESPONSES TO MOTIONS/INQUIRIES

6. RED LIGHT CAMERAS - UPDATE

- Co-ordinator, Transportation Committee report dated 23 Oct 96

The A/Environment and Transportation Commissioner informed committee they will receive a report shortly indicating how to pursue the issue of red light cameras further. In a meeting with the Minister last week, the Commissioner had sounded him out on the initiative to bring red light cameras to Ottawa-Carleton and MTO has sent some signals that they are moving in that direction, adding there are other regions in Ontario moving in the same direction.

Councillor Holmes questioned whether metro Toronto is putting up cameras and giving warnings and D. Brousseau indicated their council gave them direction, but a private company has to come in and do it at their cost, which does not appear to be very appealing from their point of view. He indicated staff would go out with a request for a proposal and confirmed red light cameras would be at no cost to the taxpayers, although the Region would receive the benefit.

That Transportation Committee receive this verbal update for information.

RECEIVED

MOTIONS

7. HUNT CLUB ROAD WEST AT MOODIE DRIVE - LAND ACQUISITION - Co-ordinator, Transportation Committee report dated 25 Oct 96

Councillor Pratt indicated he had proposed the Motion because this intersection is problematic in that there is a slight jog in West Hunt Club Road across Moodie Drive and steps should be taken to correct the difficulty it causes. He made reference to the high volumes of traffic on this road that emanates from Kanata and the support he has received for this initiative from the regional councillor for that ward. The Councillor believed traffic control signals are nearly warranted and staff confirmed the most recent counts were done prior to the opening of Highway 416 and were confident the warrants were in fact 100% warranted now that the highway is opened.

The Councillor emphasized that traffic congestion at this intersection is such that frustrated motorists are pulling out of the normal line of traffic and hitting on-coming vehicles. Consequently, he felt it was important for the Region to approach the NCC with a view to correcting this problem and suggested the west leg of the road could be realigned with the east leg, involving approximately 20-30 metres of land. He saw this as a land swap whereby the NCC would take the new section and the Region would take a portion of the south side.

B. Reid, Manager, Multimodal Planning Branch, indicated the solution is very much up to the NCC and in fact ties in with their request to the Region to consider extending Hope Side Road to Moodie Drive; he believed the Commission would want some assurance that a longer term network might resolve the issue. He went on to state that the NCC is adamant about protecting the wetlands of the Stoney Swamp and therefore do not want to widen the roads through that area and their suggestion is to find another route i.e. Hope Side Road. He indicated that staff will be meeting with the NCC later this week to discuss their request and hopefully, they will agree to the land swap as suggested by Councillor Pratt.

When questioned whether staff of the Planning Department support this, Mr. Reid indicated that to replace an existing road with another road will not have that much of an impact and the A/Commissioner added a realignment of the West Hunt Club Road will improve the safety at this intersection, particularly as the east/west volumes increase.

Councillor Legendre noted that should negotiations go ahead and if they are successful, the Motion does not propose a widening of the road and as such, he believed the inclusion of "proper signalization and turning lanes" was not appropriate and suggested an amendment to the effect that this be at no cost to the Region. The Committee Chair indicated that if the Motion is approved, there could very well be some legal costs for the land swap.

Councillor Cullen indicated that if this intersection is identified in the Intersection Modification Program (IMP) it would rise at the appropriate time for Committee consideration. He felt the Motion by Councillor Pratt appears to move one intersection ahead of others already identified on the priority list and suggested it would be more appropriate to refer the matter to staff to deal with the issue in the regular process for intersection modifications. He proposed the following Motion:

That the Motion re West Hunt Club Road/Moodie Drive intersection be referred to staff to be considered along with the Hope Side Road issue and report back to Transportation Committee as part of that report;

And that the staff report indicate the status of the West Hunt Club/Moodie Drive intersection in the Region's Intersection Modification Program.

Chair Cantin stated that what is being proposed is a land swap with a view to improving the safety of the intersection and the first step is to look at whether the Region can negotiate with the NCC for that land swap, adding it would not cost anything for staff to meet with them.

Councillor Pratt emphasized the Region has spent \$30M on the Hunt Club Road extension, which ultimately funnels into an intersection that does not work and argued that he had drawn this to the attention of staff even before Highway 416 was opened. He reiterated the fact the warrants are met for traffic control signals and there is a safety and congestion problem that is quite independent of what is happening with the Hope Side Road issue. He clarified the intent of his Motion is to convey a strong political message to the NCC that this intersection is failing and something must be done to address the safety issues. In speaking to the amendment proposed by Councillor Legendre, Councillor Pratt did not think his Motion should be "watered down" by saying "at no cost to the Region."

In response to the above concerns, staff advised this intersection will be included as part of Phase 2 of the Traffic Control Signal Program which include warranted intersections that also require roadway modifications. That report should be available early next year.

Councillor Legendre proposed that the Motion be amended to read: That Transportation Committee recommend to Council that negotiations be initiated with the NCC with a view toward the Region exchanging narrow portions of land at no cost to the Region at the intersection of West Hunt Club Road and Moodie Drive to permit the eventual reconstruction of this intersection to enhance its safety.

In speaking to the amendment, the Councillor Legendre felt inclusion of the words "at no cost" was important because it meets the intent of Councillor Pratt's Motion. He clarified it is a land swap being sought and his amendment does not go on to say there will be proper signalization and turning lanes, because that might send the wrong message to the

NCC. He preferred only to do the minimum necessary in terms of negotiations to fix the problem and no more. In response, staff advised that in order to make the intersection safe, there may very well be a requirement for turning lanes and he would not want the Region to be restricted by the wording in the Motion.

Councillor Pratt stated the fact of the land swap is one aspect in terms of realigning the roadway further south, and referred to his Motion which stipulated the “northeast and southwest corners”; however, what the Region may need to do in this situation may not be possible just from a standpoint of a land swap because there might be additional land requirements on the eastern leg for turning lanes. He emphasized M & O Bus Lines is located further south on Moodie Drive and there is a large quarry along this roadway too and both have large vehicles using this intersection, which still may not function properly unless turning lanes are added. He did not support the amendment to include the words “at no cost” because he realized there might be some cost in terms of the land requirement. He emphasized it was not his intent to move this location ahead of others on the priority list, but based on Council policy, he emphasized that intersections that have met the warrants do get dealt with. In response to the latter comment, D. Brousseau confirmed that one of the deciding factors to install traffic signals at intersections that meet the warrants is affordability and if the NCC agrees to a land swap, it certainly makes this intersection more affordable.

Councillor Cullen accepted the fact the Committee will deal with this intersection as part of the Phase 2 report on traffic control signals and questioned whether staff will be reporting back by that time on their investigation of the Hope Side Road issue. B. Reid confirmed this. Therefore, the Councillor elected to withdraw his Motion.

Moved by J. Legendre

That the Motion be amended to read: That Transportation Committee recommend to Council that negotiations be initiated with the NCC with a view toward the Region exchanging narrow portions of land at no cost to the Region at the intersection of West Hunt Club Road and Moodie Drive to permit the eventual reconstruction of this intersection to enhance its safety.

LOST

YEAS: D. Holmes, J. Legendre....2

NAYS: D. Beamish, R. Cantin, A. Cullen, L. Davis, H. Kreling, M. Meilleur,
D. Pratt....7

Moved by D. Pratt

That Transportation Committee recommend to Regional Council that negotiations be initiated with the National Capital Commission with a view toward the Region acquiring the narrow portions of land of the intersection of Hunt Club Road West

and Moodie Drive to permit the eventual reconstruction of this intersection with proper signalization and turning lanes so that safety can be enhanced and traffic flows improved.

CARRIED as amended

INQUIRIES

Briefing re Transportation Master Plan

Councillor Cullen requested the Committee receive a briefing on the draft Transportation Master Plan, specifically, “Regional Traffic Calming Guidelines - Towards an RMOC Traffic Calming Policy” and the “Bicycle Integration” report. He inquired whether such a briefing could be made on 4 December 1996.

Champlain Bridge

Councillor Davis was hoping to see the staff report she requested at the last meeting, on the agenda for next meeting and was extremely frustrated when advised by staff the report would not be available until December. Following a brief discussion, she suggested that staff of the NCC be invited to the next meeting, to clarify how they interpret the direction given to them from the NCC Commission on the reconstruction of the Champlain Bridge.

Essentially, she wanted to discuss the process envisioned by them following the Commission’s decision taken on 15 October 1996. The Committee agreed with this direction.

NEXT MEETING

The Committee Chair raised his concern that the next meeting of the OC Transpo Commission may run into the starting time of the Transportation Committee. In addition, he indicated there was an item on the Committee’s agenda that was anticipated to generate quite a bit of public delegations and in order to avoid any delays, suggested the Committee request the Chair of the Commission to reschedule its meeting to begin at 9:00 a.m. instead of 1:30 p.m. He believed this would give both bodies the opportunity to deal with their agendas without delaying public input.

This suggestion was met with mixed feelings, and strong opposition was voiced by a few councillors who did not support changing the meeting times of either committees. After some discussion, the following Motions were proposed:

Moved by A. Cullen

That the Transportation Committee request the Chair of the OC Transpo Commission to re-schedule the 20 November 1996 meeting of the Commission from 1:30 p.m. to 9:00 a.m. for that meeting only, to accommodate the public delegation requirements of the Transportation Committee.

CARRIED

YEAS: D. Beamish, R. Cantin, A. Cullen, J. Legendre, D. Pratt....5

NAYS: L. Davis, D. Holmes, H. Kreling, M. Meilleur....4

Moved by A. Cullen

That should the Chair of OC Transpo Commission agree to the request, the Transportation Committee begin its meeting at 1:30 p.m. (or following the conclusion of OC Transpo Commission meeting).

CARRIED

(D. Holmes dissented)

ADJOURNMENT

The meeting adjourned at 5:35 p.m.

CO-ORDINATOR

CHAIR