

MINUTES

TRANSPORTATION COMMITTEE

REGIONAL MUNICIPALITY OF OTTAWA-CARLETON

CHAMPLAIN ROOM

17 MAY 2000

1:30 P.M.

PRESENT

Acting Chair: J. Legendre

Members: M. Bellemare, W. Byrne, R. Cantin, B. Chiarelli, L. Davis, C. Doucet,
H. Kreling, M. Meilleur, M. McGoldrick-Larsen

REGRETS D. Holmes

CONFIRMATION OF MINUTES

That the Transportation Committee confirm the Minutes of the meeting of 3 May 2000.

CARRIED

PUBLIC HEARINGS

1. MODIFICATIONS AT KING EDWARD AND RIDEAU

- Director of Mobility Services and Corporate Fleet Services report dated 2 May 00

The Director of Mobility Services, Doug Brousseau advised that staff are trying to address a serious collision situation at this intersection. He stressed that the modifications should be carried out immediately.

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- Note:
1. Underlining indicates a new or amended recommendation approved by Committee.
 2. Reports requiring Council consideration will be presented to Council on 24 May 2000 in Transportation Committee Report 62.

In his presentation, Greg Kent, Safety and Traffic Studies Engineer, explained that the southbound right-turn radius on King Edward at Rideau is of particular concern. This corner must be improved to prevent further accidents and difficulties experienced by large trucks making this turn. A video demonstrated how long trucks use the outside lane to make the turn, effectively cutting off motorists in the right-turn lane and forcing vehicles on Rideau Street to back up to accommodate the larger vehicle. When this occurs, motorists in the right-turn lane may be so preoccupied with trying to deal with the large vehicle turning in front of them, that they may not see a pedestrian in the intersection when they can finally make the turn. The committee also watched as one truck turned the corner with its back wheels actually going up onto the sidewalk. He explained that it is turns such as these that make the situation extremely dangerous to pedestrians. He briefly reviewed the proposed modifications and summarized that they will improve safety for all users.

Councillor Cantin referred to the bus lay-by further north of this intersection on King Edward Avenue and asked whether staff have suggested to the STO to move their waiting buses onto York Street instead. Mr. Brousseau advised that it has been a constant challenge to deal with this issue and Council's commitment is to transit and therefore, staff do whatever they can to serve this mode. He noted that the road functions fairly well with the buses stopped there and the Department has worked with the STO to get their drivers to turn their engines off during those down-times. The time-point will not be affected by the proposed road narrowings. The councillor suggested that perhaps next year there might be an examination of making the block of York Street east of Cumberland Street as a bus lay-by. The Director advised that as the detailed designs are prepared for the roadway modification, there will be extensive consultation and the issue of how to solve the issue of transit vehicles on King Edward will be discussed. He added it will be an enormous challenge to manage the traffic and reconstruct King Edward at the same time so the bus lay-by issue during construction will be even more difficult to manage.

When questioned whether the Regional Cycling Advisory Group had any comments with respect to the proposed modifications, Mr. Kent confirmed they were in agreement with the report. He added that the public's response to the proposed modifications varied between those who favoured the status quo and those who were in support of the proposal. He confirmed that the number of lanes remains the same, but the road narrowings will mean less road for pedestrians to have to cross.

Councillor McGoldrick-Larsen inquired whether the stop-bar could be moved further back from Rideau Street to avoid the situation shown in the video of cars having to move back because of large turning vehicles. Mr. Brousseau advised that if the stop bar is moved back, the queue builds up along Rideau Street. He explained that since the situation exists only when large vehicles are turning, in the absence of such turning movements, motorists will more than likely ignore the stop bar. He did suggest, however, that in the final design, there may be some adjustment to the stop line.

Councillor Bellemare questioned whether staff consulted with the trucking industry on the intersection modifications. Mr. Brousseau advised that the proposal is designed to serve trucks, so such consultation was not required. He confirmed the modification will not affect capacity for southbound vehicles. The councillor inquired what the level of service was at this intersection and wondered whether the road narrowings might affect that or whether the status quo would be maintained. Mr. Brousseau confirmed that the intersection currently operates at a Level of Service "F" (failure). While he did not have specific details of exactly what times and during what maneuvers such failure occurs, he was confident that the proposed modification will make the intersection operate more smoothly and safely.

David Gladstone, President, City Centre Coalition supported the proposed modifications at this intersection. He believed the result will be an intersection that is safe and convenient for all users.

Dwayne Mosley, President, Greater Ottawa Trucking Association did not believe that moving the radius further out will resolve the problem because there will still be trucks having to make that turn. While he agreed that safety is the issue, instead of implementing a costly modification that may not improve the situation, he suggested a temporary barrier be installed to see what happens when trucks turn at a greater turn radius.

In response to the delegation's concern, Mr. Brousseau explained that the radius will be made much broader thereby making it easier for trucks to negotiate the turn safely.

Picking up on the delegation's suggestions of a temporary barrier, Councillor Cantin suggested painted lines might be an option prior to constructing the new radius. He suggested that truckers be instructed to drive as if there was concrete where the painted lines are and staff can then monitor the situation. D. Brousseau confirmed that staff work with the trucking industry to ensure the turning radius is appropriate. While there will still be situations where trucks will run over the sidewalk, he stated that some improvements must be made or the intersection will not get any better. The Commissioner stressed that the main purpose of this project is to improve the safety of pedestrians and cyclists and a larger turning radius will make it easier for truckers to negotiate the turn. A painted line will not provide protection for pedestrians. Mr. Brousseau added that they are using well-established engineering standards that have been designed with assistance from truckers, to help staff determine an appropriate design to put into this limited space. He assured the councillor that this is the best compromise to provide sufficient lanes as well as provide space for pedestrians.

Councillor Meilleur expressed some difficulty with the representative from the Greater Ottawa Truck Association suggesting a modification to something that has already been consulted on with the community and staff, especially when they did not attend one of the several public

meetings held to discuss the proposed modifications. While she believed this modification will improve the situation for the community, she recognized it is not the perfect solution, but hoped such a solution would be found when King Edward Avenue is reconstructed in the future. She urged committee members to approve the staff recommendation because this is what the community wants.

Councillor Doucet fully supported the comments made by Councillor Meilleur. He recognized that this street is dangerous with its many lanes for pedestrians to have to cross, but believed the narrowings will make it that much easier for them, although it will still be a dangerous road. He believed the proposed modifications will be a great improvement.

Having held a public hearing, that Transportation Committee recommend Council approve the proposed intersection modifications at the intersection of King Edward Avenue and Rideau Street as shown in Annex B (Ainley Group, Dwg #KE-01).

CARRIED

2. MODIFICATIONS TO WOODROFFE AVENUE TO CONSTRUCT A
NEW INTERSECTION AS PART OF THE STRANDHERD DRIVE
REALIGNMENT IN SOUTH NEPEAN

- Director Mobility Services and Corporate Fleet Services report dated 28 Apr 00

Councillor McGoldrick-Larsen indicated there are two new subdivision agreements filed with the Planning Department, one situated southeast of Crestway Drive, the other northeast of Crestway and Leikin Drive. She requested the Planning Department to put a condition on those subdivision agreements pertaining to opening the roadways out to Prince of Wales Drive, in order to alleviate any further congestion on Woodroffe Avenue. She advised that she has consulted with the City of Nepean, the developer, the Regional Solicitor and Planning Department staff with respect to this amendment and confirmed that this condition would not prohibit this construction project from going ahead. She emphasized that before another subdivision is opened out to Woodroffe Avenue, there was a need to provide an alternative route for motorists.

The Director of Mobility Services, Doug Brousseau concurred with this amendment. The Solicitor, Eric Johnston, confirmed that the Motion is properly drafted and is in order before committee.

Concern was raised that this would result in more traffic being added to Prince of Wales Drive, however, Councillor McGoldrick-Larsen explained that the Region cannot afford to have any more traffic on Woodroffe Avenue. While the project has not yet been endorsed by the municipality, nor been approved by the Transition Board, she stated that it is the intent of the

City to build Crestway Drive out this year. Therefore, this condition she is proposing will protect Woodroffe Avenue from an increase in traffic volume, particularly at the intersection of Fallowfield and Woodroffe.

Moved by M. McGoldrick-Larsen

That the RMOC amend the subdivision condition with South Nepean Development Corporation to require a conveyance of a 1-foot reserve on the east side of Woodroffe Avenue at the new realigned Strandherd Drive, to be released for usage, upon the construction of Crestway Drive to Prince of Wales Drive.

CARRIED

Having held a public hearing, that the Transportation Committee recommend Council approve the functional design for the modifications to Woodroffe Avenue (Regional Road 15) as illustrated in Annexes 'C' and 'D', subject to the City of Nepean:

- a) **funding the total cost of the proposed road works and traffic control signal installation; and,**
- b) **executing a Legal agreement with respect to (a) above.**

CARRIED as amended

REGULAR ITEMS

3. **POSTER COLLAR PROGRAM**

- Director, Mobility Services and Corporate Fleet Services report dated 8 May 00
- David A. Blackman submission dated 16 May 00

That the Transportation Committee recommend Council approve that:

1. **The National Capital Commission be;**
 - a. **permitted to install poster collars on the Region's utility poles located on Confederation Boulevard, at its cost, and;**
 - b. **authorized to remove posters from the poster collars and other utility poles located on Confederation Boulevard;**

2. **The Regional Municipality participate in the project by;**
 - a. **sharing equally the cost of developing and implementing a communications plan to promote the poster collar concept; and**
 - b. **performing minor adjustments to its utility poles to accommodate the poster collars.**
3. **The Regional Regulatory Code be amended as described in the report.**

CARRIED

4. KING EDWARD AVENUE: NIGHT-TIME TRUCK PROHIBITION
- Commissioner, Planning and Development Approvals report dated 1 May 00

At the outset of the meeting, Councillor Cantin declared an interest because of business negotiations with municipalities in the Outaouais. He was not present for the discussion of this item.

Brendan Reid, Manager, Infrastructure and Project Planning presented a brief overview of the report. He clarified that implementation of a night-time truck ban on King Edward Avenue would be for a trial period only, perhaps starting in September so it can be evaluated before the winter. Following that period, a report would be brought forward for the committee's consideration.

Acting Chair Legendre requested clarification as to the legality of a trial period for the ban. The Solicitor, Eric Johnston, opined that it is within the jurisdiction of the Corporation to pursue this proposal. The Ontario Municipal Act (Section 210, Subsection 123) provides the authority for the regional municipality to amend and pass by-laws that regulate traffic on highways and for prohibiting heavy traffic during the whole or any part of the day or night as deemed advisable.

Councillor Bellemare expected that the Corporation would be faced with some legal challenges if Council approves the prohibition of trucks during the evening on King Edward Avenue and wondered whether in fact, the Region could enforce a truck ban during the night. He asked that staff prepare a detailed legal opinion on this issue when this item rises to Council next week. Such opinion should address the legality and the enforceability of this ban as well as the likely legal challenges the Region may face and the likely outcome of an OMB or other court proceeding. The Solicitor advised that any challenges to a by-law regarding this matter would be an application in the courts and not to the OMB. He concurred that staff would have something prepared by Council next week in response to the councillor's questions.

Pierre de Blois, Manor Park Community Association indicated his support for the staff proposal. He agreed both municipal and regional councils should examine the issue of heavy trucks in the downtown, noting truck traffic is the true focus of this decision, i.e., the movement of goods across the region. He stated that this debate is about having the foresight and vision and the determination to make a long-term decision that will benefit this entire Region, noting that economic planning has to straddle both sides of the Ottawa River. He believed that what was needed was a link to the industrial parks and business areas which would not have to pass through the downtown and residential communities. The Community Association believes the Region has to focus on the idea of a ring road. In the interim, they agreed with an immediate and temporary truck ban until there is an agreement on a ring road for the benefit of all communities.

Gerry Lalonde, Mayor, City of Cumberland indicated the City's full support for the ban and wanted assurance that Cameron Street would not be used as an alternate route for truckers. He was quite concerned that the street would be unable to absorb that kind of truck traffic flow during the night and suggested it might even become an overnight truck rest area.

As detailed in the report, the Acting Chair confirmed that truckers will be prohibited from using Cameron Street during this trial period.

Councillor Bellemare questioned whether the City was in favour of banning trucks during the night on King Edward Avenue as a principle, and that it applies to the same on Cameron Street. Mayor Lalonde explained that it is unfortunate that such measures must be sought and that politicians on both sides of the river have been unable to arrive at a solution for a bridge further to the east. He explained that he was not here today to ban transportation totally; but it seems there is no other avenue. While he maintained that having another bridge would address this problem, he did not believe that would occur for another 7 to 10 years and therefore suggested moving ahead with this trial ban on a temporary basis.

Councillor Meilleur understood the concerns expressed by the Mayor of Cumberland and clarified that it is not the intention of her community to transfer truck traffic to another established community.

Dwayne Mosley, President, Greater Ottawa Trucking Association supported a ban on night-time truck travel on King Edward Avenue for three months. However, he wanted assurances that snow removal/plowing trucks would be exempt from the ban during the trial period. He believed the police need to be advised of the types of trucks working through the winter and that they have to get through to do snow removal. He did not believe the downtown should have the truck traffic that it does because of the congestion. He acknowledged that those businesses whose goods are transported during the night on this route will have to make alternate delivery arrangements.

When questioned what would happen to the estimated 200 trucks that would not be permitted on King Edward Avenue during this trial period, Mr. Mosley explained that companies whose truckers are bringing goods from Montreal, for example, will have to cross at Hawkesbury and travel west through Ontario. However, those coming from Toronto, may not want to drive all the way to Hawkesbury before being able to cross. He suggested that one option for truckers coming from Quebec would be to stay in that province and to travel on their own road system.

In response to his concern about snow removal trucks, the Director confirmed that the Traffic and Parking By-law exempts snow removal vehicles from this prohibition and a letter will be given to them to prove such exemption which they will be able to show to the police if they are stopped.

David Gladstone, President, City Centre Coalition was encouraged to hear the support for this proposal. He stated that removing trucks from this corridor between 11:00 p.m. and 6:00 a.m. has significant benefits in terms of improving the quality of life and reducing the hazards of moving around in the downtown. It will also go a long way to improving safety. He acknowledged the need for another bridge to the east and suggested such a facility should be planned, built, designed and approved with trucks and buses as the priority, not commuters.

Councillor Meilleur questioned why there was no recommendation before committee today. The Solicitor advised that the issue was raised at the last meeting of Council of which a Notice of Motion was received. At the same time, it was requested that it be brought forward to the Transportation Committee so that when the Notice of Motion is before Council for consideration, all the information and background will be presented at the same time. The report suggests that should Council determine to proceed with this temporary ban, the conditions included in the report be included as part of that approval.

Peter Marwitz, President, Sandy Hill Community Association indicated that Action Sandy Hill was formed in 1969 in part because of the threat to King Edward Avenue and the Sandy Hill district (south of Rideau and King Edward). He stated that if plans proceeded on this section of King Edward as had been done on the north end of that street, it would have devastated their community in several ways. As it was, it still had a major affect because part of the community was severed and the properties left to deteriorate. He emphasized that the community needs relief now and questioned the necessity of having to implement a trial period, when it is quite obvious the solution is to totally shut down night time truck traffic on this road. He urged committee to implement a ban immediately and that it be put in place until such time as a new bridge is constructed.

Councillor Meilleur agreed with what the delegation had to say but explained that the reason for a trial period is to determine what the consequences will be. An evaluation of the trial period will provide that information.

Michel Vallée, King Edward Avenue Task Force stated that while a 10% reduction in truck traffic (as suggested in the report) does not appear to be significant, it will make a big difference to the community. The Task Force sees this proposal as the first significant step in trying to achieve a long-term solution. He cautioned committee by stating that short trial periods are not always taken seriously enough and the committee should think about conveying a serious and long-term message with respect to the proposed ban. The Task Force believes that prohibiting trucks during the night will enhance the health, welfare and security of residents, as well as that of the surrounding community. He encouraged the Region to continue dialogue with its colleagues in the Outaouais, to find a long-term solution that brings a consensus to all communities on both sides of the Ottawa River.

Frank Reid referred to his e-mailed comments dated 11 May 2000. He stated that when roads are closed for various reasons there is always an option for vehicles within a reasonable direction. In this situation, however, the Region is proposing to deny access across the MacDonald-Cartier Bridge, a major trade crossing between Ontario and Quebec, with no alternative routes being suggested. He was very concerned about retaliation and suggested this could become a very serious issue between the communities in both provinces. He understood that residents living on King Edward Avenue certainly do not deserve what they have, but he was afraid that this band-aid solution is not the answer because it is a short-term proposal. He also feared that removing the trucks from King Edward at night will simply put them on that road during the day. Mr. Reid recollected that several years ago, the Vanier Parkway was removed from the Official Plan as a truck route, but the Council of the day did nothing to fix the problem of the existing truck traffic on King Edward. He therefore suggested that the Parkway be reconstructed to accommodate truck traffic, thereby eliminating a need for another bridge to the east.

Chair Chiarelli advised that over the past 18 months there has been extensive consultation between the Region and the Outaouais with respect to the issue of another bridge crossing. However, because of the nature of the municipal government in the Outaouais, he explained that Gatineau has a veto on what happens during those discussions and they walked away from the negotiations. He indicated the Region has been holding off on this truck ban since 1997 when it was first adopted as part of the Transportation Master Plan, as long the Region was working in partnership with the Outaouais for a solution. Now, with Gatineau's rejection of further discussion, the Region has no choice but to proceed with that ban.

In response to the delegation's comments about reinstating the Vanier Parkway as a truck route, Councillor Meilleur indicated that the OMB agreed and confirmed that this facility is not

an option as a truck route. And, while it might have been a good plan in the 1960's, she maintained that it is no longer acceptable given the extent of development along the Parkway. The Acting Chair added that it was never the intention to allow trucks on the Vanier Parkway. This was determined by a multi-party agreement between the NCC, the Region, the City of Ottawa and the City of Vanier.

In response to a question posed by Councillor Bellemare, B. Reid advised that the Vanier Parkway is no longer in the Official Plan, although Council could always reinstate it. He stated that the benefit of using the Parkway is very limited and that to put trucks on that road would require an amendment to the Official Plan and the four-way agreement to be re-negotiated, which would be extremely difficult to achieve at this time.

Councillor Bellemare asked that staff provide to Mr. Reid the evidence the Region provided to the OMB regarding the Vanier Parkway extension and a copy of the decision.

In considering the report before committee, Councillor Bellemare asked whether staff recommend in principle a night-time truck ban on King Edward Avenue. D. Brousseau responded to this question by stating staff have taken direction from Council that there will be a night-time truck ban and staff have to look at how to make that work. He noted that the options (conditions) contained within the report are a good start, but stated there are issues that will have to be flushed out regarding enforcement, by-laws, et cetera.

Councillor Bellemare questioned that if all the corridors are off-limits for truck traffic in the night-time, Hawkesbury would be the alternative corridor and he wondered whether staff have any preliminary data on an origin-destination study that they can extrapolate from that indicates whether or not that truck traffic will travel instead during the day at peak periods. B. Reid advised that the current data is not available. In October 1999, more data was collected and staff are awaiting that information from the Ministry. He added that during consultation with the trucking industry, staff would likely obtain more detail from them on the impact on their times and the changes to be put in place.

Councillor Kreling questioned what length of time is being provided for a consultation period and was advised by staff that between now and July there will be consultation with the hopes of initiating the ban in September. D. Brousseau added that once Council approves this report, correspondence would be sent to all the affected community associations as well as the trucking associations and various municipalities and their input would be presented at a Transportation Committee meeting sometime in the summer.

Councillor Meilleur proposed that the staff options listed at pages 26 and 27, i.e., a, b(ii), c(i), d, e, f and g, be recommended to Council for approval. The only change she was recommending which was different from what staff were proposing under the conclusions of the

report, was b(ii), which would prohibit trucks between 11:00 p.m. to 5:00 a.m. She stated that this traffic problem only occurs in her community and there is no other corridor that is indisposed by this heavy truck traffic as there is on King Edward Avenue. She was pleasantly surprised that the trucking association agrees with a trial period truck ban. The councillor believed committee and Council must support this proposal or it will never be known what the repercussions may be if such a ban is not implemented. She agreed that another bridge is needed to support the development in the east, noting there are already more than enough river crossings in the centre of the Region.

Councillor Doucet indicated that residents of lowertown have been the scapegoats of heavy traffic for a long time and it is now time to provide some relief to those communities. He opined that as long as those people are refused any relief, there is no pressure in the system to enact change.

Councillor Kreling looked forward to the results of the consultation that will be carried out, noting the committee does not have anywhere near the type of information it and Council needs to move forward in its discussions for an interprovincial bridge and a ring road. He opined that the benefit from a temporary truck ban can be some immediate short-term relief to a neighbourhood community that deserves mitigation from the volume of truck traffic to which it is exposed. He believed that some of his concerns such as the displacement of trucks, will be addressed through the consultation process and would help to heighten the awareness of this issue. Further, the information gathered during this trial period would be beneficial to the larger issue of a future bridge requirement.

Councillor Byrne echoed support for the proposal, noting it was long overdue. She recalled that evidence has been presented to the committee over the last few years identifying the urgency to address this problem on King Edward Avenue, and the video presented during the committee's deliberation of the intersection modifications at King Edward and Rideau, clearly identified the problems associated with this heavy traffic. She was quite encouraged by the trucking association's support for the proposal and the statement that truckers will simply not be diverted to other routes. She suggested that if the Province of Quebec wants another interprovincial bridge, then perhaps that government should put more money into its roads or be a little more flexible in the needs and suggestions put forward by the RMOC for another river crossing. She agreed that the community deserves to have this matter addressed and to move those trucks off King Edward Avenue now.

Councillor McGoldrick-Larsen was very concerned about the health and safety of people living within that corridor, should there ever be a serious accident involving a large truck and the Region is being irresponsible if it does nothing to correct this situation. She agreed that consultation will be beneficial, stating there is a need to get all parties involved in order to come up with a long- term and more permanent solution.

Acting Chair Legendre supported many of the views expressed by committee members. He believed that adding trucks to the Vanier Parkway is not the solution, especially as envisaged by one of the delegations' whose suggestion was to liken it to the DeCarie Boulevard in Montreal, a facility that has devastated the surrounding communities. He opined that the Region has an excellent Official Plan which stresses livable communities and the Motion speaks to that issue. While he believed these were very timid steps being proposed today, they are the first to promoting a ring road concept.

Councillor Meilleur indicated that her Motion should be changed to delete b(i) and include instead, b(ii).

Moved by M. Meilleur

That Transportation Committee recommend Council approve the staff options listed in the report, with the exception of c(ii), as follows: (a); (b)(i); (c)(i); (d); (e); (f) and (g).

CARRIED
(M. Bellemare dissented)

INQUIRIES

Flashing Caution Light - Regional Road 174 and Trim Road

The Acting Chair referred to a letter dated 16 May 2000 addressed to the Chair of the Committee from the Chief Administrative Officer at the City of Cumberland.

Mayor Gerry Lalonde, City of Cumberland referred to the recent fatal accident at the intersection of Regional Road 174 and Trim Road. He believed a flashing caution light would warn motorists to slow down when the signals at the intersection are going to change. To this end, the City passed a resolution last night requesting that the Region consider installing flashing amber warning lights, or other means, on both the east and westbound lanes of Regional Road 174 approaching Trim Road.

Councillor Cantin agreed with the City's position, especially given the fact this is a high speed road and taking into consideration that quite often the area is covered in fog, making it especially difficult for motorists to navigate. He agreed that this safety issue demands investigation.

Moved by R. Cantin

That the following be direction to staff:

That staff investigate the possibility of installing an advanced warning light on approach to the Regional Road 174/Trim Road intersection to advise motorists of the imminent change of traffic control signals from green to red.

CARRIED

Laurier Avenue Bridge

Councillor Doucet presented the following inquiries to staff:

1. When will the long-awaited study be released describing the impact on the modal split of Restore the Core road closures?
2. What is the basis for the “decision” to widen the Laurier Avenue Bridge?
3. Will the Laurier Avenue Bridge be reduced to 2 lanes for 18 to 24 months while the bridge is being reconstructed?
4. What is the cost difference between reconstructing the bridge to its’ current width and reconstructing it widened?

Prince of Wales Drive and Merivale Road

Councillor McGoldrick-Larsen noted that with the expansion of JDS Uniphase in the South Merivale Business Park, there is significantly more traffic on Prince of Wales Drive and Merivale Road. Consequently, residents of Country Place, whose accesses and egresses are from both these roads, have become increasingly concerned about their safety in getting in and out of their community. She asked that updated traffic counts be taken at that intersection and that staff consider the possibility of intersection modifications to improve the safety of those accesses to the community.

Workload Regulations re Truck Drivers

Councillor Legendre referred to the workload regulations that Transport Canada are in the process of reviewing with the trucking industry. He recalled that last year, the Committee endorsed a resolution brought forward by CRASH (Canadians for Responsible and Safe Highways) with respect to the workload regulations for truckers and forwarded that decision to

the Ministry. However, the Ministry's response, which he received at the beginning of the year, contained a different message. He stated that according to CRASH, the Canadian proposals are going to increase the potential workload to truckers and Canadian rules in this regard would be significantly more onerous to the driver than the rules currently being proposed in the United States. He asked that staff provide an update on this matter and explain the actual differences between the two proposals. He also wanted to know whether an opportunity still exists for the committee to provide input into that process.

ADJOURNMENT

The meeting adjourned at 4:45 p.m.

CO-ORDINATOR

A/CHAIR