

REGIONAL MUNICIPALITY OF OTTAWACARLETON
 MUNICIPALITÉ RÉGIONALE D'OTTAWACARLETON

REPORT
RAPPORT

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DATE 6 April 1998

TO/DEST. Transportation Committee

FROM/EXP. Co-ordinator, Transportation Committee

SUBJECT/OBJET **SUSTAINABLE TRANSPORTATION - RECOMMENDATIONS**

REPORT RECOMMENDATIONS

That Transportation Committee recommend Council approve that the Environment and Transportation Department:

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

BACKGROUND

On 1 April 1998, the Transportation Committee considered a document from the National Round Table on the Environment and the Economy entitled "State of the Debate: The Road to Sustainable Transportation in Canada".

Following a lengthy discussion, the committee agreed to consider the above recommendations during its budget deliberations. An extract of the Draft Minute is appended for reference purposes.

Approved by
Rosemary Nelson

REGULAR ITEMS

1. SUSTAINABLE TRANSPORTATION

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

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

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

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

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

Councillor Holmes referred to the Recommendations for the Planning and Development Approvals Department. She suggested these be forwarded to either the Planning and Environment Committee or to the Planning and Development Approvals Department for response.

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

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

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

Councillor Bellemare opined that Recommendations 3 and 4 are management issues and did not feel it was appropriate for the committee to be discussing whether or not these positions should be created and eliminating others as a result. He stated that staff are responsible for implementing the policies set by council and maintained it would be unfair to put them in a position where they are asked to pick and choose from among the hundreds of priorities adopted by Council and the many policies the Region is obligated to fulfil under provincial legislation. He believed the committee should focus on what is practical and within the Region's means to develop, noting the federal government is the leading agent because the senior levels of government have the ability to so and is rightly where the responsibility lies. Therefore, any public education program in this regard would be effective only on a nation-wide basis. He wanted to see during budget deliberations where the resources are going to come from and what the impact will be.

Councillor Byrne believed the two positions are important because with the recent traffic calming reports, it indicates there is a priority in Transportation Demand Management. It is visible how the increasing traffic is impacting communities at the risk of the safety of those communities. She recognized the validity of the budget constraints, however, the Commissioner had indicated there are resources and it is simply a matter of prioritizing. During the budget review, she indicated that she wanted to see where the resources are going to be moved from and the impact of that so it will be evident what the priorities have been and determine if those should be changed. She believed committee would then be in a better position to reorganize and to give staff direction as to where the funds should and should not go.

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

ENVIRONMENT AND TRANSPORTATION DEPARTMENT

Moved by C. Doucet

The following recommendations be referred to the Budget deliberations:

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

CARRIED

Moved by D. Holmes

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

CARRIED

Moved by R. Cantin

That an additional Recommendation 5 be added as follows:

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

- c) that Ottawa-Carleton be identified as a potential pilot for repetition in other communities.

CARRIED

PLANNING & DEVELOPMENT DEPARTMENT

Moved by M. Meilleur

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

CARRIED

Moved by J. Legendre

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

1. Request that the Planning and Development Approvals Department prevent the construction of surface parking lots in the Central Area that would cater to long term parking. Request the Planning and Development Approvals Department to challenge the City of Ottawa’s zoning by-law that necessitates parking in the Central Area for new developments;
2. Request that the Planning and Development Approvals Department develop a strategy (e.g. decreased rates for car-pooling) to decrease long term monthly parking in the RMOC garage and increase short term visitor parking. Request that a surcharge be created for long term parkers to be used for transit purposes;
3. Request that the Planning and Development Approvals Department ensure that all lower tier municipal zoning by-laws come into compliance with the new Regional Official Plan with regards to decreasing the parking demand in these by-laws so as to increase transit usage;
4. Request that in the interim, the Planning and Development Approvals Department challenge all proposed developments that plan to provide more than 25% of parking spaces per employee within the Central Area, and proposed developments that plan to provide more than 50% of parking spaces per employee beyond a 400 metre distance of the transitway;

CARRIED

Moved by M. McGoldrick-Larsen

That an additional Recommendation 5 be added as follows:

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

CARRIED