

DISPOSITION OF REPORTS TO TRANSPORTATION COMMITTEE

18 October 2000

- Notes:
1. Underlining indicates new or amended recommendation(s) approved by Committee.
 2. Reports requiring Council consideration will be presented to Council on 25 October 2000 in Transportation Report 71.

1. INSTALLATION OF TRAFFIC CONTROL SIGNAL AND ROADWAY MODIFICATIONS AT CYRVILLE AND MEADOWBROOK

Having held a public hearing, that the Transportation Committee recommend Council approve the preliminary design for the new intersection on Cyrville Road and Meadowbrook Road including proposed roadway modifications as shown in Annex C as amended by the following:

- a. that a concrete pad and bus shelter be installed for each of the two bus stops located on either side of Cyrville Road, for a total cost of \$9,000 with funds to be provided within the total estimated cost of this project, and;
- b. that where appropriate, the installation of bus shelters be included within the scope of all transportation capital projects.

CARRIED

2. TOWING OF VEHICLES INVOLVED IN COLLISIONS

That the Transportation Committee recommend Council approve that Traffic and Parking By-law No. 1 of 1996 be amended, as described in this report, to prohibit a tow truck from parking within 100 m of an accident site except as directed by a constable, and that the requirements for trucks to be parked at this distance be reviewed after 12 months.

CARRIED as amended

3. FOREST RENEWAL PROGRAM FOR OTTAWA – CARLETON

That Transportation Committee receive this report for information and recommend Regional Council endorse and the new City of Ottawa Council approve:

1. That all obtainable *Plant for Tomorrow* tree stock be reserved as replacement trees, available on a first-come first-served basis, for previous applicants to the *Plant for Tomorrow* program who were unsuccessful in establishing previously distributed trees;
2. That the \$250,000 identified in the Region of Ottawa-Carleton's Forest Renewal Capital Budget for the 2001 *Plant for Tomorrow* program be directed to initiate a new City of Ottawa Street Tree planting program that will expand the scope of the existing tree programs offered by the current municipalities;
3. That the new Street Tree Program be subject to the criteria in Annex A and that new tree planting locations be solicited through an annual campaign which would offer, on a first come first served basis, one street tree per residential municipal road allowance in partnership with the adjacent homeowner throughout the new City of Ottawa;
4. That except as noted in Annex A, trees under the new City of Ottawa Street Tree planting program shall be installed on municipal road allowances by City staff until such time as the new City Council confirms the appropriate service standards for street tree planting;
5. That information on tree maintenance and the benefits of how tree cover and greenspace fulfills the new City's objectives in the areas of water quality, healthy communities and environmental protection be part of the new City of Ottawa Street Tree planting program;
6. That the new City of Ottawa continue the *Community Partnership Tree Planting Projects* and the *Green Acres* rural reforestation program subject to the availability of funding and a partnership commitment from local interest groups, communities and government agencies.
7. That every road construction and reconstruction is taken as an opportunity for increased tree planting with the financial commitment coming from the road construction/reconstruction project budget.
8. That the following bullets be deleted from Annex A:
 - be a minimum of 2 metres away from any curb or sidewalk edge to minimize conflict with snow and ice control measures.

- present no conflict with overhead utilities, building projections, etc. which would pose future maintenance problems or otherwise impede full development of a healthy canopy.

9. That the word “species” be added to the following bullet:

- be an original planting site and not a *species* replacement tree except in the case of disease or mortality as confirmed by a qualified arborist.

CARRIED as amended

ADDITIONAL ITEMS

4. MUNICIPAL LEADERS’ RESOLUTION ON CLIMATE CHANGE

WHEREAS, 1990 to 1999 was the warmest decade of the millennium,

WHEREAS, a global reduction in emissions of greenhouse gases (GHG) is necessary to slow climate change and reduce the risks to human health, the physical environment, economy and quality of life;

WHEREAS, the 1998 ice storm cost the City of Montreal \$116 million; Baie Comeau more than \$2.5 million, and the Region of Ottawa-Carleton \$6.32 million, while the Red River flood cost Winnipeg \$32.3 million;

WHEREAS, these weather-related expenses are creating an additional financial burden for municipalities at a time when responsibilities are increasing as a result of devolution;

WHEREAS, reducing greenhouse gases makes economic sense. New and improved infrastructure, energy efficiency, building retrofits, water conservation, more effective wastewater treatment and distribution, renewable energy technologies, waste reduction, better fleet management, etc., reduce municipal operating costs and help maintain community services, while having a positive impact on the environment;

WHEREAS, industrialized countries, realizing initial commitments were inadequate to protect the Earth’s climate system, agreed in December 1997 to the Kyoto Protocol which, if ratified, commits Canada to reducing its greenhouse gas emissions six per cent below 1990 levels between 2008 - 2012;

WHEREAS, in November, national governments will meet in The Hague, Netherlands to negotiate terms and conditions for ratifying the Kyoto Protocol. It is critical that Canada has the support it needs to conclude negotiations;

WHEREAS, mayors and municipal leaders responsible for the well-being of communities across Canada urge federal and provincial/territorial governments to make climate protection a priority;

BE IT RESOLVED THAT the Region of Ottawa -Carleton endorse this MUNICIPAL LEADERS' RESOLUTION ON CLIMATE CHANGE.

CARRIED

5. **RESOLUTION FOR ENACTMENT OF YIELD TO BUSES LEGISLATION**

WHEREAS, the Provincial Government of Ontario passed a legislation in 1994 giving priority to buses pulling back into the traffic stream from bus bays;

AND WHEREAS, improved transit priority leads to better service to users through notably improved reliability, reduced missed connections, reducing operating costs, increased ridership and decreased travel times;

AND WHEREAS, increased transit ridership has many positive benefits in terms of reductions in greenhouse gas emissions, traffic congestion, energy consumption, road and parking costs, traffic collisions and contributes to an improved urban environment and quality of life;

AND WHEREAS, full transit priority is in place in Quebec and British Columbia for buses pulling out of bus bays, and this has proved safe and effective;

BE IT THEREFORE RESOLVED THAT Regional Council urge the Province to ensure that regulations are written so that the legislation giving priority to buses pulling back into the traffic stream from bus bays can be enacted as soon as possible in Ontario.

CARRIED