

**Summary of Front Running Mayoralty Candidates' Positions on**

**Transportation & Transit Issues**

Prepared by: City Centre Coalition

Sources: campaign web sites, press articles, mayoralty debates

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<b>TRANSIT</b>	Doucet	Haydon	O'Brien	Watson
LRT support	Yes – note 1a	No- note 1b	Yes	Yes-note 1d
Downtown Tunnel	No - surface LRT	Yes- Bus	Yes-LRT	Yes-LRT
New OC Transpo Governance	Yes-note 1c	Yes-note 1c	Yes-note 1c	Yes-note 1c

Note 1a – Doucet: believes LRT should be implemented on the surface first through downtown in order to implement sooner and at less cost and then using these cost savings to extend LRT lines further to east, west, and south on an accelerated schedule compared to current proposed plans

Note 1b: Hayden claims that the current LRT+ tunnel based plan has capital costs of 2.58 times BRT and operating costs of 2.19 times BRT. Hayden also believes a BRT only system would have higher ridership due to a lower need for transfers than an LRT-BRT combination. This higher ridership would translate to more cost recovery and less burden on the general property tax base. Hayden claims his BRT + tunnel proposal would be in operation 4 years sooner than the current LRT + tunnel solution.

Note 1c – Re. OC Transpo Governance

- Hayden would setup a transit commission of elected representatives to oversee OC Transpo
- O'Brien proposes a commission of experts, residents, and some elected representatives.
- Doucet proposes to separate OC Transpo into different operating divisions (community, bus-commuting, light rail) that should compete with each other for city funding.
- Watson would set up a transit commission of a majority of councilors and a minority of citizens with expertise in the transit arena

Note 1d – Watson believes the procurement for the implementation of the current transit plan should be handled by Infrastructure Ontario rather than the City of Ottawa.

<b>ROADS</b>	Doucet	Haydon	O'Brien	Watson
Ring Road	No	Yes	Yes	No
East End Bridge	Note 2	Note 3	Yes-Kettle Is	Note 4

Note 2: Doucet: Believes the Prince of Wales bridge should be put into operation first for transit before any decisions made about an east end bridge. Solution for trucks through the downtown also tied to shifting goods movement to rail along Prince of Wales bridge.

Note 3: Hayden: Has put forward a proposal to add 2 lanes to the Prince of Wales bridge for buses and trucks. These lanes would connect to Hwy 50 in Gatineau and Hwy 417 in Ottawa via Scott and Somerset (?). This would eliminate the need for an east end bridge.

Note 4: Watson: He does not support any of the 3 bridge options currently under study as a location for an east end bridge. He believes that additional options such as a bypass tunnel under lowertown/Sandy Hill need to be included in any future studies.

<b>Cycling</b>	Doucet	Haydon	O'Brien	Watson
Cycling Infrastructure	More	More	No mention	More: 10-point cycling plan

Notes:

- Doucet would accelerate the implementation of bike lanes and more pedestrian/cycling bridges
- Hayden believes more bike lanes should be created but that also cycling should be prohibited from certain arterial roads (Hunt Club is cited as an example of one of them)
- O'Brien: Motorcycling is listed as one of the 5 pillars of his transportation strategy for reducing traffic. Cycling is not mentioned as part of this transportation strategy.
- Watson has a specific 10-point cycling plan focused on increasing cycling safety via a combination of education and better cycling infrastructure. Improving cycling safety is seen as the cornerstone to achieving higher levels of cycling.

**Other Items:**

High Speed Inter-City Rail:

O'Brien:

- Believes a high speed rail system linking Ottawa with Montreal and Toronto should be implemented and will lobby other levels of government

## Para Transpo

O'Brien

- Will pursue greater levels of public-private partnership for Para-Transpo promising it would yield a higher level of service at a lower overall cost

Doucet:

- first complete the transition to an accessible bus fleet and determine the benefits achieved thereby before making any other changes to Para-Transpo