
APPENDIX E

PUBLIC OPEN HOUSE SUMMARIES



West Transitway Extension Bayshore Station to West of Moodie Drive

Public Open House No. 2 Draft Summary Report

March 2010



A member of  **MMM GROUP**



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1. Introduction

The City of Ottawa initiated this planning and design study in order to identify a recommended plan to extend the City's bus rapid transit (BRT) network (Transitway) from Bayshore Station to west of Moodie Drive.

This project is being planned in accordance with the requirements of the Transit Project Assessment Process (TPAP) as described in Ontario's Transit Project Regulation (O. Reg. 231/08). The TPAP is based on the principles of Environmental Assessment (EA) planning and requires that the proponent base decisions on sound scientific approaches and methods in consultation with stakeholders. As with the Class EA process, the TPAP is a proponent driven, self assessment process. Proponents are required to consider alternatives and identify potential impacts and mitigation when evaluating and recommending a preferred plan.

In recognition of the importance of stakeholder participation in the planning process, a comprehensive public consultation strategy is being delivered as part of this study. Public open houses (POH) form an integral part of this strategy. The following is a summary of the second of four POHs scheduled for this project. The first POH was used to introduce the study and gather public input into the analysis and evaluation of route alternatives. The second POH was used to present the recommended route and to gather public input into the assessment of functional/preliminary design alternatives within the recommended route.

2. Location, Date and Time

POH #2 was held at two locations on separate dates in order to provide maximum flexibility for attendees and to ensure all potentially affected stakeholders were given an opportunity to participate. The open houses were held as follows:

Miacak Centre 250 Campeau Drive Ottawa, ON February 22, 2010 7:00 – 9:00 pm	Maki House 19 Leeming Drive Ottawa, ON February 24, 2010 7:00 – 9:00 pm
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3. Notification

Notification for POH #2 was provided through the following:

- Project Update Newsletter;
- Notices published in local newspapers; and
- Notice posted on the City of Ottawa's Website

3.1 Project Update Newsletters

To provide updates as the study progresses through planning and design phases, regular newsletters are being prepared. The third project update newsletter was distributed through Canada Post unaddressed ad mail the week of February 8, 2010 and was used to notify residents in the immediate study area of the upcoming POH, provide an updated study timeline and to advise of the selection of a recommended route. A copy of the newsletter is included in **Appendix A**.

3.2 Newspaper Notices

The notice for POH #2 was advertised as follows:

- | | |
|----------------------|--|
| • Ottawa Citizen | Friday, 12 Feb and Friday, 19 Feb 2010 |
| • Le Droit | Friday, 12 Feb and Friday, 19 Feb 2010 |
| • EMC Kanata | Thursday, 18 February 2010 |
| • EMC Stittsville | Thursday, 18 February 2010 |
| • Kanata Kourier | Thursday, 18 February 2010 |
| • Kitchissippi Times | Thursday, 18 February 2010 |
| • Nepean this Week | Thursday, 18 February 2010 |
| • Stittsville News | Thursday, 18 February 2010 |

A copy of the newspaper notice is included in **Appendix A**.

3.3 Project Website

The City of Ottawa has established a project website to advise members of the public of on-going project activities. The website can be accessed at the following link:

http://ottawa.ca/residents/construction/projects/wte_bayshore_to_moodie/index_en.html.

4. City of Ottawa and Consultant Project Team Attendance

The following representatives from both the City of Ottawa and the Consultant Project Team were in attendance at POH #2:

- Mr. Jeffery Waara, City of Ottawa (both sessions)
- Mr. Jean Lachance, City of Ottawa (both session)
- Mr. Rob Hunton, MRC (February 22nd, 2010)
- Mr. Peter Steacy, MRC (February 24th, 2010)
- Mr. Michel Bisson, MRC (both sessions)
- Mr. Tim Dickinson, MMM Group (both sessions)
- Ms. Emily Sinclair, MMM Group (both sessions)

Councilors Marianne Wilkinson, Peggy Feltmate and Alex Cullen were in attendance at the POH session on February 22nd, 2010. Councilor Cullen was also present at the session on February 24th, 2010.

5. Open House Format

The open house was organized as a drop-in style session that allowed interested members of the public to review, discuss and provide comments on any aspect of the project. Attendees were greeted upon arrival and encouraged to sign the register as well as to submit written comments on the hand-out sheets provided. Attendees could either leave the comment sheet with the Project Team or send it by mail, fax, or email to the City Project Manager.

Project information was displayed around the room and study team representatives were available to answer questions and discuss the project. A 30 minute presentation was also given by Mr. Tim Dickinson, followed by a question and answer session.

Materials displayed at the open house included:

- Welcome
- Project Overview and Progress to Date
- Overall Study Process
- Consultation Activities to Date and Frequently Asked Questions (FAQs)
- Project Need/ Immediate Benefits
- Final AECERA Report/ Recommended Route
- Preliminary Design Selection Process (incl. assessment criteria)
- Existing Conditions
- Holly Acres Road Preliminary Design Alternatives for the Ultimate Fully Grade Separated Transitway
- Mainline Transitway Preliminary Design Alternatives
- Moodie Drive Preliminary Design Alternatives for the Ultimate Fully Grade-Separated Transitway (including Moodie Station)
- Potential Interim Design Concepts
- Study Schedule
- City of Ottawa Environmental Noise Control Guidelines
- Next Steps

A copy of the display material and the presentation is available on the project FTP site. The FTP site can be accessed by following this link <ftp.mrc.ca> and entering this information:

Username: wte-public
Password: openhouse

6. Summary of Comments

POH #2 was well attended; 41 individuals signed the POH register at the February 22nd session and 58 individuals signed the register at the February 24th session. Twenty-four comment sheets and 2 emails in follow-up with regards to the POH have been received.

The following table summarizes comments received and how they have been addressed in the development of the Recommended Plan. A consultation record with a copy of all public comments is on file with the City of Ottawa and will be included in the Environmental Project Report.

TABLE 1: SUMMARY OF COMMENTS			
ISSUES/CONCERN/COMMENT		FREQUENCY OF RESPONSE	HOW COMMENT WAS ADDRESSED
1.0 Potential Impacts			
1.1	Noise levels are already high in the area and the plan results in an increase in noise levels with no guarantee of mitigation.	6	The primary source of existing and ambient noise levels in this area is Highway 417. The Ministry of Transportation has determined that sound barriers are warranted in certain locations within the study area. The Transitway will be designed so as not to preclude the future construction of these sound barriers by MTO.
1.2	The plan results in significant negative impacts to the natural environment.	3	An Environmental Assessment will be undertaken in accordance with the TPAP process and CEAA process. Provincial and Federal approval of the Environmental Assessment will be required which will ensure that impacts to the environment are minimized and that necessary mitigation measures are taken.
1.3	The plan results in negative impacts to recreational infrastructure.	3	There is a requirement for the realignment of the NCC pathway near Moodie Drive. Where possible, enhancements to the existing network will be implemented.
1.4	There are currently vibration issues resulting from buses on Holly Acres Rd. The addition of buses in both directions in this area will cause even more vibration issues.	2	Due to the separation from sensitive receivers, proximity to the highway, and use of semi-integral abutments (no expansion joints on the bridge) the grade separation of Holly Acres road is not expected to result in a perceptible increase in ground vibrations over ambient levels.
2.0 Cycling / pedestrian connections			
2.1	There is an opportunity to improve pedestrian movement along the Corkstown corridor and to connect the community with Corkstown station. Currently, there are no paved shoulders or sidewalks along Corkstown Road and this area could use improvement.	4	Cycling and pedestrian connectivity has been included as an evaluation criterion in the assessment of preliminary design alternatives. The feasibility of providing sidewalks on Corkstown Road will be further explored as the recommended plan is refined.
2.2	The project should be designed to maximize pedestrian and cyclist safety.	1	Cycling and pedestrian connectivity has been included as an evaluation criterion in the assessment of preliminary design alternatives. Measures to enhance the pedestrian and cycling network will be incorporated into the Recommended Plan.
2.3	Moodie Drive Alternative B1 does not provide pedestrian access to the station. Although it connects directly with Moodie, it will be very difficult for people using the station to drop off, to wait , etc...	1	Comment noted.
2.4	The Moodie Drive interim alternative (interim A) does not provide for drop offs; walkways, etc...	1	Comment noted.
3.0 Corkstown Station			
3.1	There is no ridership to support a station at Corkstown Road.	4	The 2008 Transportation Master Plan identified the need for a station in the vicinity of the Moodie Drive interchange to

TABLE 1: SUMMARY OF COMMENTS			
ISSUES/CONCERN/COMMENT		FREQUENCY OF RESPONSE	HOW COMMENT WAS ADDRESSED
			support current and future ridership by providing access to employment lands and neighboring residential communities. According the 2031 AM Trans Model (TMP Scenario), during the AM peak hour, approximately 600 person trips are expected to transfer at this station (primarily in the westbound direction).
3.2	There should not be a “kiss and ride” at Corkstown station as it will result in negative traffic impacts.	2	The provision of a kiss and ride facility at the station will be further examined as the recommended plan is refined.
3.3	A station should be located at Eagleson.	1	The approved West Urban Community Transit Integration and EA Study (1997) identifies three stations in Kanata (one at Terry Fox – constructed; another to connect to the Castlefrank Pedestrian Bridge; and a third just west of Eagleson Road).
3.4	The Corkstown station location would be very awkward, poorly located and inefficient.	1	The Corkstown station location is fully integrated with the existing multi-use pathway network and is easily accessible from nearby employment and residential lands.
3.5	Corkstown station will introduce crime to the community.	1	Comment noted.
4.0 Alternatives for the Ultimate Configuration			
4.1	The City should proceed directly to the implementation of a final solution as it will result in better value-for-money and minimize “throw-away” construction costs.	2	The City has a policy to defer of the cost of grade separating rapid transit elements and improving service reliability by incrementally introducing measures to isolate transit from mixed traffic. If possible, the implementation of this project will be phased in order to achieve this objective.
4.2	Prefers Holly Acres alternative A2	2	Comment noted.
4.3	Prefers Mainline alternative A	2	Comment noted.
4.4	Prefers Moodie Drive alternative B1	2	Comment noted.
	4.4.1 Widen Moodie at the Transitway station to provide a drop-off/pick-up lane.	1	Comment noted.
	4.4.2 Moodie Drive alternative B1 is the best option from a pedestrian perspective.	1	Comment noted. Currently there are no sidewalks on the Moodie Drive structure making pedestrian access to a station on the bridge challenging.
4.5	Prefers Moodie Drive alternative B2 from a pedestrian perspective as it is more pedestrian friendly than the other options.	1	Comment noted.
4.6	Prefers Moodie Drive alternative A1 as all other alternatives will result in an uncomfortable, alienating experience at the transit stations.	1	Comment noted.
4.7	A tunnel should have been considered as an option.	1	The option of tunneling was investigated during the route selection stage and is documented in the Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) report.
5.0 Interim Options			
5.1	Supports the interim plan.	1	Comment Noted.

TABLE 1: SUMMARY OF COMMENTS			
ISSUES/CONCERN/COMMENT		FREQUENCY OF RESPONSE	HOW COMMENT WAS ADDRESSED
5.2	Inquired about the length of time an at-grade configuration would be in place at Holly Acres Road.	1	Traffic modeling has shown that an at-grade intersection at Holly Acres functions well beyond 2031. A decision regarding whether to defer the grade separation at Holly Acres Road will consider all factors (including impacts to the natural, social, cultural and transportation environments).
5.3	Indicated that local routes 166 and 169 could be re-routed from Woodbridge Cr. to Holly Acres Rd. in the interim.	1	Comment noted.
5.4	Save money by not constructing a bridge until later and reviewing the bridge option at that time.	1	Comment noted.
6.0 Traffic / Transit Operations			
6.1	Inquired as to whether the Transitway extension would permit local buses to exit on and off Holly Acres. Indicated that the current routing of local busses 166 and 169 on Woodridge Cr. is inefficient and that the buses should ultimately be re-routed to Holly Acres. Inquired whether the Transitway could be designed to permit bus entry/exit to/from Holly Acres.	1	The existing local bus access from Holly Acres Road to Bayshore Station will be maintained.
6.2	Inquired about what connections will be provided for local Transitway buses if these connections are not provided at Corkstown station.	1	If the station were located at Moodie Drive (and not Corkstown) local access to the Transitway can be provided from Corkstown Road west of Moodie Drive. Local buses will also be able to access the Transitway at Bayshore Station.
6.3	The AECERA Report does not address in detail the terminal at Moodie Drive. Indicated that any future report presented to council should address this terminal in detail.	1	The main purpose of the AECERA Report was to identify and document the selection of a preferred Transitway route. The analysis and evaluation of implementation scenarios will be presented at POH 3 and included in the report to Transit Committee.
6.4	Indicated that the City should plan for integrating the re-use of the former freight rail lines.	1	The former freight rail lines were considered as a possible corridor alternative in two previous environmental assessments (EAs) and were not carried forward as the Queensway corridor was recommended and approved by City Council.
6.5	Remove the 'No right turn' onto the 417 from Holly Acres headed south.	1	Comment noted.
6.6	The current plans do not take into account the recent revisions to Highway 417. Indicated that there has been significant improvement in western traffic flow patterns since the expansion of the highway.	1	The recent Queensway expansion has effectively shifted the 'bottleneck' in highway traffic from east of Eagleson to east of the Highway 416/417 interchange. Whereas previously, this bottleneck occurred in an area where buses operated in exclusive bus only lanes, the current source of delays occurs in an area where buses are required to operate in mixed traffic. The highway expansion has therefore not improved transit service reliability.
6.7	The focus of the project should not be to save travel time but instead to increase the number of buses from Bayshore to reduce the need to stand on buses.	1	The focus of this project is to improve transit service reliability by removing buses from mixed traffic.

TABLE 1: SUMMARY OF COMMENTS			
ISSUES/CONCERN/COMMENT		FREQUENCY OF RESPONSE	HOW COMMENT WAS ADDRESSED
6.8	Concerned that the proposed plan consists of a number of stop-gap measures that avoid tackling the main issue of building a transit system that works. The transit system should have been designed in conjunction with the Highway 417 widening. Further, the transit system should be moved off the parkway altogether and placed along Richmond Road.	1	This project is to implement a plan for the extension of the West Transitway between Bayshore Station and Moodie Drive as identified in the Transportation Master Plan (TMP). The implementation of the TMP network, including the full extension of the West Transitway to Kanata and future conversion to rail, is being prioritized and implemented in phases as it would not be feasible to construct the entire network at once.
7.0 Mitigation			
7.1	Construct noise barriers between Bayshore and Moodie on the north side of the Transitway	3	Comment noted. See response as per comment 1.1 above.
7.2	Provide additional visual screening (and perhaps move the bike path slightly north) at a location that is approximately in line with the two crescents off Corkstown Road (mainly at Brookbend and slightly less so at Creekwood)	1	Comment noted. Mitigation measures will be developed following the identification of a preliminary design and documented in the recommended plan.
7.3	Employ all measures to protect wildlife and the environment.	1	Comment noted. Mitigation measures to ensure the full protection of wildlife and the natural environment during construction will be developed following the identification of a preliminary design and documented in the recommended plan.
8.0 Information requests			
8.1	Requested a hard copy of the report on effects to wildlife.	1	The detailed impact assessment report will be prepared once a Preliminary Recommended Plan has been identified. A screening level impact assessment will be used to identify this preliminary plan. The screening is included in study documentation and posted on the ftp site.
8.2	Requested additional documentation on the proposed options at Holly Acres and Moodie so as to review them before making a decision.	1	Information can be accessed on the project FTP site.
9.0 Additional comments			
9.1	The time savings do not justify the need or the cost of the project.	4	Comment noted.
9.2	The Queensway South route is a better option.	3	This study examined four potential routes for the location of the Transitway, including a route south of the highway. The assessment and evaluation of these four routes considered impacts to the natural and social/cultural environments as well as technical considerations. Based on this assessment and evaluation, it was found that the cost associated with locating the Transitway on the south side of the highway was not justifiable given the availability of other route alternatives that satisfied study objectives and did not result in impacts that could not be mitigated through design. For more information, review the AECERA Report.

TABLE 1: SUMMARY OF COMMENTS			
ISSUES/CONCERN/COMMENT		FREQUENCY OF RESPONSE	HOW COMMENT WAS ADDRESSED
9.3	There is no need for this project until other elements of the Transitway have been constructed.	2	This project is to implement a plan for the extension of the West Transitway between Bayshore Station and Moodie Drive as identified in the Transportation Master Plan (TMP). The implementation of the TMP network, including the full extension of the West Transitway to Kanata and future conversion to rail, was prioritized in the TMP and documented in the Capital Works Plan. This project was identified as a phase 1, increment 1 project subject to immediate implementation provided the availability of funding and is needed to address existing transit service reliability issues associated with the operation of buses in mixed traffic on Highway 417.
9.4	Suggested that a complete analysis of the variations along the entire Transitway extension route has not been undertaken and that it is important to do so given the considerable costs of the project and the fact that time savings are dependent on variations along the entire route.	1	In accordance with the Ontario EA Act, the City has examined a 'reasonable range' of alternatives for the extension of the Transitway including corridor alternatives, route alternatives and design alternatives.
9.5	No relation to the use of adjacent land (no good information on future of it – will it be commercial, residential...)	1	Within the project area, lands to the north of Highway 417 between Holly Acres Road and Moodie Drive are designated as Rural Landscape in the Greenbelt Master Plan. Lands east of Holly Acres Road are designated General Urban Area in the City of Ottawa Official Plan and are zoned for residential uses. Lands designated Buildable Site Area in the Greenbelt Master Plan are located along the east side of Moodie Drive, north of Corkstown Road. These land use designations were included as an evaluation criterion in the assessment of route and preliminary design alternatives.
9.6	Encroaching on the soccer fields at the north east corner of Corkstown Road is unacceptable as parking in this area is currently a problem and extending a transit station there will make it worse.	1	Comment noted.
9.7	All information should be available on the City of Ottawa website, including relevant email addresses to facilitate public engagement and feedback.	1	Information presented at each open house is provided on the study FTP site, as indicated on the display material. The FTP site can be accessed by following this link ftp.mrc.ca and entering this information: Username: wte-public Pass word: openhouse
9.8	Inquired if it is possible to relocate the eastbound Queensway ramp on the north side of Richmond Road (as shown on a provided map). It was also inquired whether this was considered as part of the Highway 416 to Anderson Road Queensway widening, and if so, why it was not chosen.	1	The recommended alternative for Highway 417 provides for 1 additional eastbound lane between Richmond and Pinecrest. By relocating the on-ramp and acceleration lane to the west, the existing acceleration lane can become the future through

TABLE 1: SUMMARY OF COMMENTS			
ISSUES/CONCERN/COMMENT		FREQUENCY OF RESPONSE	HOW COMMENT WAS ADDRESSED
			lane. If the ramp and acceleration lane were retained in the existing location, a physical widening of the road in front of Queensline Drive would be required, resulting in significant impact to residential properties.
9.9	Minimize the slope of the Transitway overpass to minimize noise impacts associated with buses climbing (or braking) on an incline.	1	Comment noted.

Question and Answer Session

Open house attendees were given the opportunity to ask questions to project team representatives during a formal question and answer session following the presentation. The questions and discussions that followed pertained primarily to transit and traffic operations, pedestrian and cycling connections, the potential social and environmental impacts resulting from the project and general questions about the study process, timing and justification. A summary of the discussion from the question and answer session is included in **Appendix B**.

7. Next Steps

The feedback received from this POH is being used to refine the assessment and support the evaluation of alternatives. A comprehensive report is being prepared to document the detailed assessment and evaluation of functional/preliminary design alternatives and respond to stakeholder concerns. Together with the findings of the Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) report, this report will document the planning process followed to identify a preliminary Recommended Plan for the West Transitway Extension from Bayshore Station to west of Moodie Drive.

A third public open house is scheduled for June 2010 to present the preliminary Recommended Plan, including a conceptual mitigation strategy, prior to presentation to Transit Committee.

The preliminary Recommended Plan will be presented to the City of Ottawa Transit Committee and Council for approval, after which the formal Transit Project Assessment Process (TPAP) will be initiated. As this project will likely require federal lands, a screening under the Canadian Environmental Assessment Act is anticipated. The City of Ottawa is working with the National Capital Commission (NCC) to coordinate federal and provincial EA processes.

The fourth and final POH will be held following the presentation to the Transit Committee as part of the TPAP approval process.

APPENDIX A

NOTIFICATION MATERIAL

PROJECT UPDATE NEWSLETTER

Volume 3, February 2010

THE STUDY

This planning and design study was initiated in February 2009 to define a Recommended Plan for the extension of the West Transitway between Bayshore Station to Moodie Drive. In accordance with recommendations from the City of Ottawa's 2008 Transportation Master Plan (TMP), this project is considered a high priority as it will increase transit ridership by improving service reliability.

STUDY PROGRESS

The first Public Open House (POH #1) was held on June 25 2009 and was used to introduce the study and present a preliminary assessment of Transitway route alternatives. Since POH #1, the preliminary assessment has been refined through stakeholder consultation and additional technical analysis and a Transitway route has been recommended on the north side of Highway 417.

The route assessment process is documented in the "Assessment of Effects and Comparative Evaluation of Route Alternatives" (AECERA) Report.

STUDY TIMELINE

2009

- Feb: Study Initiation
- Apr.-May: Preliminary assessment of route alternatives
- June: Public Open House #1
- July-Dec: Identify recommended route

2010

- Jan: Preliminary assessment of design alternatives
- Feb: Public Open House #2
- March: Finalize assessment and identify preferred design
- Mar-April: Develop Recommended Plan
- April: Present Recommended Plan Council
- May: Initiate provincial and federal EA processes
- May: Public Open House #3
- June-July: Submit EA document for public review
- Aug: Study completion

PUBLIC OPEN HOUSE #2

KANATA
FEBRUARY 22, 2010
6 P.M. TO 9 P.M.
MLACAK CENTRE
250 CAMPEAU DRIVE,
OTTAWA, ON

CRYSTAL BEACH
FEBRUARY 24, 2010
6 P.M. TO 9 P.M.
MAKI HOUSE (CBLCA)
19 LEEMING DRIVE,
OTTAWA, ON

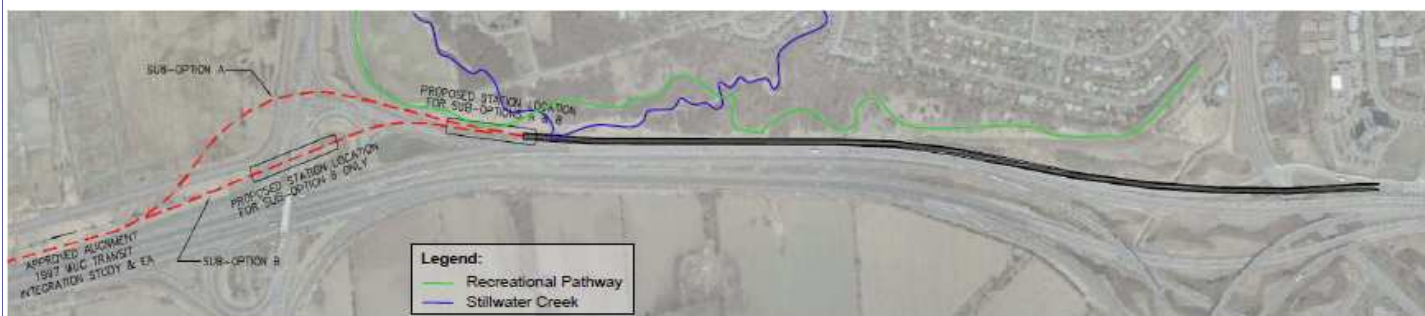
If you are unable to attend POH#2 but wish to provide comments, questions, or request additional information, please contact the City's Project Manager:

Jeffrey Waara, P. Eng.
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City of Ottawa
Infrastructure Services & Community Sustainability
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Jeffrey.Waara@ottawa.ca

Now that a preferred route alternative has been identified, the City wishes to invite members of the public to review and comment on preliminary design alternatives at the second Public Open House. Preliminary design alternatives include considerations such as:

- Grade separations (underpasses/ overpasses) at Holly Acres Road and Moodie Drive;
- Transitway alignments within the recommended route; and
- Station configurations (locations, layouts);

At the POH, members of the public will be encouraged to review study materials, discuss the study with members of the project team and provide feedback on any aspect of the study (ideas, issues, questions, concerns etc.)



RECOMMENDED ROUTE: QUEENSWAY NORTH

The final assessment and evaluation process recommended the Queensway North Route as the preferred route alternative for the reasons summarized below. The **AECERA Report** documents the route selection process in detail. The Queensway North Route is recommended as it:

Satisfies overall study objectives

- Improves service reliability by removing buses from mixed Highway 417 traffic.
- Accommodates interim (exclusive BRT facility) and ultimate (grade-separated BRT facility) study objectives .

Social/natural environmental impacts can be avoided or mitigated through design

- Avoids main portion of Stillwater Creek Valley
- Retains all recreational resources, including pathway and playing field.

Represents a responsible use of public funds

- Minimizes construction staging, avoids complex structural issues, and therefore minimizes construction costs.

West Transitway Extension - Bayshore Station to Moodie Drive Public Open House

In November 2008, Ottawa City Council approved its long-range Transportation Master Plan, which identified the construction of the West Transitway from Bayshore Station to Moodie Drive as a priority project required to address significant current transit operational concerns in the west urban community. In order to take advantage of near-term federal and provincial funding opportunities, the City has initiated a study to complete all outstanding planning and design work for this facility.



The Public Open Houses are being held on:

Monday, February 22, 2010	Wednesday, February 24, 2010
6 to 9 p.m.	6 to 9 p.m.
Mlacak Centre	Maki House – CBLCA
250 Campeau Drive, Ottawa ON	19 Leeming Drive, Ottawa ON

This project is being planned in accordance with the province's Transit Projects Assessment Process (Ontario Regulation 231/08). This process requires the consideration of alternative designs, public and agency consultation, an assessment of potential environmental effects, the identification of mitigation measures and the preparation of an Environmental Project Report.

In order to engage the public and obtain feedback into the planning and design for this facility, a consultation program has been developed that includes three public open houses. At this second open house, members of the public will be presented with the following information:

- Project history and background;
- The new Transit Projects Assessment Process;
- Preliminary design alternatives;
- Further opportunities for public participation; and
- Next steps.

Representatives from the City of Ottawa and the consulting team will be available at the open house to discuss the project, answer any questions and receive public feedback on any aspect of the study.

With the exception of personal information, comments will become part of the public record.

For more information and/or to submit comments, please contact:

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E-mail: Jeffrey.Waara@ottawa.ca

APPENDIX B

POH NOTES

NOTES OF MEETING

PROJECT: West Transitway Extension

FILE NO.: 107499

DATE: February 22, 2010 **TIME:** 6:00 – 9:00 pm
February 24, 2010

PLACE: Mlacak Centre – 250 Campeau Drive, Ottawa ON
Maki House – 19 Leeming Drive, Ottawa ON

PRESENT: Alex Cullen Bay Ward Councillor (both sessions)
Marianne Wilkinson Kanata North Ward Councillor (February 22nd, 2010)
Peggy Feltmate Kanata South Ward Councillor (February 22nd, 2010)
Jeffrey Waara City of Ottawa (both sessions)
Jean Lachance City of Ottawa (both sessions)
Rob Hunton MRC (February 22nd, 2010)
Peter Steacy MRC (February 24th, 2010)
Michel Bisson MRC (both sessions)
Tim Dickinson MMM Group Ltd. (both sessions)
Emily Sinclair MMM Group Ltd. (both sessions)
Members of the Public /
other Stakeholders

PURPOSE: Public Open House No.2 – Preliminary Design Alternatives

1. Introduction (City of Ottawa – Jeffery Waara)

At both sessions, City of Ottawa Project Manager Mr. Jeffrey Waara introduced the Project Team, provided a brief overview of the information to be discussed at Public Open House No. 2 and introduced the presenter, Mr. Tim Dickinson. Bay Ward Councillor Alex Cullen was also introduced and welcomed the group.

2. Project Presentation (Tim Dickinson, MMM Group)

T. Dickinson gave a 30min presentation that provided an overview of:

- Project need
- Project history
- Study process
- Transit Project Assessment Process (O. Reg. 231/08)
- Study schedule
- Issues and constraints
- Alternatives considered
- Evaluation criteria
- Evaluation methodology
- Summary of evaluation

- Next steps in assessment process

The presentation was followed by a question and answer period, with participation by the Ward Councillor and Project Team specialists as well as Mr. David Malkin, Senior Land Use Planner with the National Capital Commission (NCC).

Members of the Project Team were available to answer questions informally both before and after the presentation.

3. Summary of Issues Raised During Question & Answer Session at the February 22nd, 2010 Open House

Table 1: Summary of Discussion at February 22 nd , 2010 POH	
1.0 Interim configuration at Moodie Drive (interim)	
1.1	<p>Q: Has the level of service (LOS) at Moodie Drive for the interim configuration been investigated?</p> <p>A: The LOS is being modelled and opportunities for signal priority for buses will be explored.</p>
1.2	<p>Q: Have changing employment patterns at the Nortel campus been taken into account when planning for the terminus of the interim configuration at Moodie Drive?</p> <p>A: Modelling of the Moodie Drive terminus is based on 2031 projections that take into account the full build out of the Nortel campus. Also, the TMP figures are based on the full build out of the Nortel campus.</p>
1.3	<p>Q: When will the design of the interim intersection at Moodie Drive be complete?</p> <p>A: The interim and ultimate configurations, including the design of the intersection at Moodie Drive will be completed for presentation to Transit Committee in the summer of 2010.</p> <p><i>POST-MEETING NOTE: The presentation of the recommended plan to Transit Committee is currently scheduled for July 12, 2010.</i></p>
1.4	<p>Q: What is the potential for increased congestion and restricted traffic movements at the intersection during the interim?</p> <p>A: The intersection must achieve a minimum LOS to be carried forward for further consideration and will be modelled and monitored to ensure this LOS is maintained.</p>
1.5	<p>Q: What is the duration of the interim configuration?</p> <p>A: The interim configuration at Moodie Drive will be in effect until at least 2031, or until such time as population and employment density in the west urban community necessitates the construction of the Transitway from Moodie to Eagleson Road. This will be determined through future TMP updates.</p>
1.6	<p>Q: Would a declining LOS result in terminating the interim project?</p> <p>A: The intersection at Moodie Drive would be designed to maintain an acceptable LOS based on current traffic, population and employment projections. The configuration would be monitored to ensure this level of service is maintained.</p>
2.0 Transit Operations	
2.1	<p>Q: What is the meaning of “transit service reliability”?</p>

Table 1: Summary of Discussion at February 22nd, 2010 POH	
	A: Transit service reliability is as a function of travel time variability. As the variability in travel time decreases, transit service becomes more reliable.
2.2	<p>Q: Is information available that explains how this project will help achieve the 30% transit modal split objective?</p> <p>A: The entire transit network is required to help the City reach this target. This project is an important component of that network.</p>
2.3	<p>Q: What is the existing transit modal split?</p> <p>A: The existing modal split figure was not immediately available. The individual was encouraged to complete a comment sheet in order to receive a response.</p> <p><i>POST-MEETING NOTE: According to the TMP, the current transit modal split is 23% city-wide.</i></p>
2.4	<p>Q: How will the Eagleson Road park and ride be connected to the West Transitway extension? Is there a rationale for remaining on the north side of the highway if nothing has been decided at Eagleson?</p> <p>A: Councillor Cullen explained that the rationale for staying on the north side of the highway west of Moodie is based on a decision by the former region of Ottawa-Carleton who selected a corridor along the north side of Highway 417 for the future construction of the West Transitway through Kanata.</p>
3.0 Cycling / Pedestrian Connections	
3.1	<p>Q: Have cyclists have been considered in the development of the plan?</p> <p>A: Pedestrian and cyclist safety was discussed. It was recognized that pedestrian and cyclist safety is important to the project and that the project team will work with the City to ameliorate pedestrian and cycling conditions at Moodie Drive to the extent possible.</p>
3.2	<p>Q: Can recommendations about cycling safety be included in the plan?</p> <p>A: Recommendations about pedestrian and cyclist access and safety will be included in the recommended plan.</p>
3.3	<p>Q: Can a pedestrian bridge across Moodie be constructed as part of the project?</p> <p>A: Councillor Cullen indicated that a pedestrian bridge at Moodie Drive is a possibility, but is outside the scope of the current project.</p>
4.0 Noise	
4.1	<p>Q: Can noise barriers be constructed as part of this project?</p> <p>A: The design of the Transitway will accommodate the construction of noise barriers identified by the MTO in their class EA for the expansion of the HWY 417.</p>
4.2	<p>Q: What is the status of the noise barrier installation?</p> <p>A: As per the Environmental Assessment undertaken by MTO for the expansion of Highway 417, a warrant for noise barriers was identified within the project area (Site 1B – east of Holly Acres Road and Site 1C- west of Holly Acres Road). These sites were placed on the MTO retrofit waiting list; however no dates for the construction of the noise barriers have been established. The Transitway is being designed so as to accommodate the installation of the MTO-warranted noise barriers.</p>

Table 1: Summary of Discussion at February 22nd, 2010 POH	
	Councillor Cullen expressed a commitment for the construction of the noise barriers along the length of the entire project area.
5.0 Potential Impacts to the Natural Environment	
5.1	<p>A: We are concerned about potential effects associated with a proposed culvert extension at Stillwater Creek.</p> <p>Q: Any potential effects associated with the culvert extension are considered in the assessment of preliminary design alternatives. The limits of construction will be shown in the final grading plan and that standard construction mitigation measures will be used to limit where contractors may work during construction to minimize the potential for indirect effects to Stillwater Creek.</p>
5.2	<p>Q: Will any buildings or structures be affected by the project?</p> <p>A: No buildings or structures will be affected by the project.</p>
6.0 Time Savings / Cost Savings	
6.1	<p>Q: What are the anticipated time savings once the ultimate configuration is complete?</p> <p>A: Once the ultimate configuration is complete, a 3 minute travel time savings will be achieved by saving 1 minute due to reduced travel distance and 2 minutes due to less congestion delay. The interim configuration does not offer significant time savings, however will improve service reliability. Improvements to service reliability will increase ridership and help the City achieve the 30 % transit modal split objective.</p> <p>Councillor Cullen further explained that the City is investing in transit in order to decrease the construction and/or expansion of new roads. He explained that it was a decision of council to begin the build-out of the Transitway heading west.</p>
6.2	<p>Q: What will be the cost savings to the City once the ultimate configuration is complete?</p> <p>A: With the grade-separation, the City could be expected to save \$1.2 million annually in operation costs and a further 6 million in capital (bus) costs in 2031, as explained in the AECERA report. In the interim, the improvements to service reliability will allow OC Transpo to operate more efficiently, resulting in some cost savings. The cost of the project will be documented in the recommended plan.</p>
7.0 Interim Configuration	
7.1	<p>Q: What is the need for an interim configuration at Holly Acres Road?</p> <p>A: In accordance with Transportation Master Plan (TMP) policy, the construction of costly grade separations is to be deferred until needed whenever possible.</p>
8.0 Ultimate Configuration	
8.1	<p>Q: Can you describe the two “mainline” options?</p> <p>A:</p> <p>Option A: Construct a 2-lane Transitway adjacent to the Highway 417 westbound lanes.</p> <p>Option B: Construct a 2-lane Transitway on the existing two northernmost lanes of Highway 417 so as to limit encroachment north of the highway. Two additional highway lanes would then be built in the median and Highway 417 traffic shifted south.</p> <p>Option B requires significant reconstruction of existing infrastructure.</p>
9.0 NCC	
9.1	Q: What is the status of the NCC review of the project?

Table 1: Summary of Discussion at February 22nd, 2010 POH	
	A: Mr. David Malkin explained that the NCC has had on-going involvement in the project. He described the NCC's role in the project, explaining that the NCC provided the City with a set of guiding principles at the outset of the project to outline the NCC's position on key issues. He further explained that although the NCC is involved in reviewing and commenting on the project as it progresses through planning and design phases, a formal decision about the project is only issued near project completion. The NCC uses this approach so as to ensure that it is aware of all potential impacts associated with the project prior to making a decision.
10.0 Costs	
10.1	Q: What is the cost of MTO and NCC land to be acquired for this project? A: The cost of required land is currently unknown. Any land acquisition will occur at a later phase in the project.

4. Summary of Issues Raised During Question & Answer Session at the February 24th, 2010 Open House

Table 2: Summary of Discussion at February 24th, 2010 POH	
1.0 Traffic / Transit Operations	
1.1	Q: What is the performance of the Holly Acres interim at-grade crossing? Is this at-grade crossing expected to fail prior to the implementation of the ultimate configuration? A: A preliminary model of the intersection indicates that an at-grade configuration works well to 2031.
1.2	Q: Do the traffic models account for all traffic on Holly Acres to EB Queensway traffic? A: Traffic models take this movement into account.
1.3	Q: The ultimate extension of the Transitway will never be implemented. Buses should continue to operate on Highway 417. A: The ultimate configuration of the Transitway will provide a fully grade-separated, rapid transit facility to Kanata and remove buses from mixed traffic on HWY 417. Currently, eastbound buses are required to "weave" through mixed traffic to get on and off the highway, which reduces service reliability.
1.4	Q: Will the EA study consider potential impacts resulting from the interim termination of the project at Moodie Drive? A: The interim configuration is part of the EA study and will include modelling and consider level of service. It was explained that the main benefit from the interim project is increased service reliability.
2.0 Cycling / Pedestrian Connections	
2.1	Q: Will pedestrian and cyclist movements at Holly Acres be impacted? A: Councillor Cullen explained that a signalized intersection would be required at Holly Acres to accommodate the cycling and pedestrian movements.
2.2	Q: Concern regarding bicycle access on Moodie Drive bridge. A: The concern was noted and will be considered in the report.
2.3	Q: Concern regarding the lack of attention to pedestrian / cyclist issues in the AECERA report.

Table 2: Summary of Discussion at February 24th, 2010 POH	
	A: The AECERA report evaluated the proposed routes at a high level and that specific concerns with regards to cycling and pedestrian access are design considerations that will be fully addressed in preliminary design report. Pedestrian and cycling issues are important to the selection of a preliminary design alternative and are currently being investigated.
2.4	<p>Q: Will a multi-use pathway be constructed adjacent to the Transitway, in accordance with City policy?</p> <p>A: An existing recreational pathway is located within the study area and the construction of a second pathway may be redundant. OPP's are being explored in accordance with City policy.</p>
3.0 Study Process, Timing and Progress	
3.1	<p>Q: Why was the "railway line" south of the project area not previously considered?</p> <p>A: Councillor Cullen explained that corridor alternatives were reviewed in two previous environmental assessments (EAs) and the Queensway corridor was recommended in both documents.</p> <p>Councillor Cullen further explained that Ottawa City Council approved the Queensway corridor based on the previous EA recommendations.</p>
3.2	<p>Q: What is the construction schedule for the Pinecrest section of the Transitway?</p> <p>A: Councillor Cullen explained that a project addressing the Pinecrest section of the Transitway would begin in the Spring. The phasing for the build-out of the Transitway was explained.</p>
3.3	<p>Q: Concern regarding lack of coordination between the City and MTO with regards to the timing and construction of highway / Transitway projects.</p> <p>A: Councillor Cullen explained that at the time of the EA for the expansion of the Queensway, the City was not prepared to begin choosing Transitway alignments in this area.</p> <p>Councillor Cullen further explained that communication is on-going with MTO regarding Transitway projects in the vicinity of the highway. It was further explained that Transitway use of MTO shoulder lanes resulted from negotiation and communication.</p>
3.4	<p>Q: Is the business case for the conversion of the Transitway to light rail available?</p> <p>A: Councillor Cullen explained that the light rail business case will be available from the City shortly and that the business case for the Transitway is explained in the Transportation Master Plan.</p>
3.5	<p>Q: Is information available on the Council's decision-making process?</p> <p>A: Councillor Cullen explained that information regarding previous council decisions is provided on the City of Ottawa website. It was explained that the premise for Transitway expansion is to avoid the need for additional roadway widening in the City.</p>
3.6	<p>Q: Where is the justification for the need to expand the Transitway to Kanata?</p> <p>A: Information regarding the long-term travel demand is available in the Transportation Master Plan.</p>
3.7	<p>Q: What is the status of NCC review of the project?</p> <p>A: David Malkin explained that the NCC has had on-going involvement in the project. He described the NCC's role in the project, explaining that the NCC provided the City with a set of</p>

Table 2: Summary of Discussion at February 24th, 2010 POH	
	guiding principles at the outset of the project to outline the NCC's position on key project issues. He further explained that although the NCC is involved in reviewing and commenting on the project as it progresses through planning and design phases, a formal decision about the project is only issued near project completion. The NCC uses this approach so as to ensure that it is aware of all potential impacts associated with the project prior to making a decision.
3.8	<p>Q: What is the status of the AECERA Report?</p> <p>A: The information contained in the report reflects the level of design detail available at the time. Research into potential environmental effects is on-going and will be included in the recommended plan.</p> <p>Mr. Malkin further explained that information on potential environmental effects will also be included in a CEAA report, if needed.</p>
4.0 Time Savings / Cost Savings	
4.1	<p>Q: What time savings will be generated by the project, for both the interim and ultimate configurations? There will be no savings for at least twenty years and in the interim, travel times will get longer resulting from the introduction of a stop at Moodie.</p> <p>A: The ultimate configuration could be expected to result in a 3 minute round trip travel time savings during peak periods.</p> <p>It was further explained that although the interim configuration does not offer significant time savings, it will improve service reliability. Improvements to service reliability will increase ridership and achieve the 30 % transit modal split objective.</p> <p>Councillor Cullen explained that the travel time savings will accrue as the Transitway is constructed in phases. This phased construction process is necessary as the entire Transitway system can not be constructed at once.</p>
4.2	<p>Q: What is the cost of the interim and ultimate configurations?</p> <p>A: The ultimate configuration is anticipated to cost between \$50-60 million and the interim configuration is expected to cost around \$38 million in today's dollars.</p>
5.0 Potential Impacts	
5.1	<p>Q: Why is the predicted increase in noise levels considered "imperceptible"?</p> <p>A: The noise modelling shows that the increase in noise levels will not surpass 0.5 dBA. An increase of 3 dBA is considered the level perceptible by most people. It was further explained that the main source of ambient noise is Highway 417.</p> <p>Councillor Cullen further explained that noise barriers can be accommodated in the Transitway design.</p>
5.2	<p>Q: What is the potential for removal of Black Maples?</p> <p>A: The direct removal of black maples is not required for any of the preliminary design alternatives; however, some indirect trimming may be required. Mitigation measures will be developed to minimize any potential impacts includes reducing the Transitway footprint to limit encroachment.</p>
5.3	<p>Q: We are concerned about erosion issues in the watercourses in the study area.</p>

Table 2: Summary of Discussion at February 24th, 2010 POH	
	<p>A: Fluvial geomorphological investigations are on-going and new information will be included in the recommended plan. Additional works in the watercourse may constitute an improvement as the area that may potentially be impacted is previously modified.</p> <p>If the community has any additional information on erosion, or any other issue, it should be shared with the project team.</p>
5.4	<p>Q: I am concerned about vibrations from buses.</p> <p>A: Ground vibrations have been modelled and are used as a criterion for evaluations preliminary design alternatives. The results have shown that levels are very low.</p>
6.0 Corkstown Station	
6.1	<p>Q: Will the station be located in a hostile pedestrian environment?</p> <p>A: Two potential station locations are being considered: one at Corkstown road, east of Moodie Drive, and one integrated below the Moodie Drive structure. The evaluation criteria include station accessibility, illumination and safety.</p>
6.2	<p>Q: Is there sufficient passenger volume to justify the need for a station at Moodie?</p> <p>A: Councillor Cullen explained that the need for a station in the vicinity of Moodie Drive is necessary in order to increase the number of transit users and increase the areas serviced by the Transitway. The station will be designed so as to be flexible and able to accommodate additional capacity if necessary.</p>
7.0 Project Team “Take-Away” Message	
7.1	<p>Q: What has the project team taken away from the consultation session?</p> <p>A: The following “take-away” messages were identified by project team members:</p> <ul style="list-style-type: none"> • The importance of pedestrians and cyclists in the area. This will be a key component of developing a recommended plan. • The need to carefully consider providing the best possible community access to transit.

5. Next Steps

During the question and answer session, the Project Team and Councillor Cullen responded to community concerns. The feedback received during the question and answer session will be documented in the Public Open House Summary Report, which will be used to refine assessment and evaluation of alternatives.

The forgoing represents the writer’s understanding of the major items of discussion and the decisions reached and/or future actions required.

Notes Prepared by:

MMM Group Ltd.



Emily Sinclair, M.E.S



West Transitway Extension Bayshore Station to West of Moodie Drive

Public Open House No. 3 Draft Summary Report

July 2010



A member of  **MMM GROUP**



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APPENDICES

APPENDIX A:	Notification Material
APPENDIX B:	POH Notes

1. Introduction

The City of Ottawa initiated this planning and design study in order to identify a recommended plan for the extension of the City's bus rapid transit (BRT) network (Transitway) from Bayshore Station to Moodie Drive.

This project is being planned in accordance with the requirements of the Transit Project Assessment Process (TPAP) as described in Ontario's Transit Project Regulation (O. Reg. 231/08). The TPAP is based on the principles of Environmental Assessment (EA) planning and requires that the proponent base decisions on sound scientific approaches and methods in consultation with stakeholders. As with the Class EA process, the TPAP is a proponent driven, self assessment process. Proponents are required to consider alternatives and identify potential impacts and mitigation when evaluating and recommending a preferred plan.

In recognition of the importance of stakeholder participation in the planning process, a comprehensive public consultation strategy is being delivered as part of this study. Public open houses (POH) form an integral part of this strategy. The following is a summary of the third of four POHs scheduled for this project. The first POH was used to introduce the study and gather public input into the analysis and evaluation of route alternatives. The second POH was used to gather public input into the assessment of preliminary design alternatives within the recommended route. The third was used to gather public feedback on the assessment and evaluation of near term and interm functional/preliminary design alternatives and potential implementation scenarios.

2. Location, Date and Time

The POH was held on Thursday, June 23, 2010 from 7:00 pm to 9:00 pm at the Crystal Beach Community Association's Maki House, located at 19 Leeming Drive.

3. Notification

Notification for this POH was provided through the following:

- Newspaper Notices; and
- City of Ottawa's Project Website

3.1 Newspaper Notices

The notice for POH #3 was advertised as follows:

- | | |
|----------------------|------------------------|
| • Ottawa Citizen | Friday, 18 June 2010 |
| • Le Droit | Friday, 18 June 2010 |
| • EMC Kanata | Thursday, 17 June 2010 |
| • EMC Stittsville | Thursday, 17 June 2010 |
| • Kanata Kourier | Thursday, 17 June 2010 |
| • Kitchissippi Times | Thursday, 17 June 2010 |
| • Nepean this Week | Thursday, 17 June 2010 |
| • Stittsville News | Thursday, 17 June 2010 |

A copy of the newspaper notice is included in **Appendix A**.

3.2 Project Website

The City of Ottawa has established a project website to advise members of the public of on-going project activities. The website can be accessed at the following link:

http://ottawa.ca/residents/construction/projects/wte_bayshore_to_moodie/index_en.html.

4. City of Ottawa and Consultant Project Team Attendance

The following representatives from both the City of Ottawa and the Consultant Project Team were in attendance at the first Public Open House:

- Mr. Alex Cullen, Bay Ward Councillor, City of Ottawa
- Mr. Darryl Shurb, City of Ottawa
- Mr. Jean Lachance, City of Ottawa
- Mr. Rob Hunton, MRC
- Mr. Peter Steacy, MRC
- Mr. Michel Bisson, MRC
- Mr. Tim Dickinson, MMM Group
- Ms. Emily Sinclair, MMM Group
- Ms. Martha Lush, Corush, Sunderland and Wright Limited (Landscape Architect)

5. Open House Format

The open house was organized as a drop-in style session that allowed interested members of the public to review, discuss and provide comments on any aspect of the project. Attendees were greeted upon arrival and encouraged to sign the register as well as to submit written comments on the hand-out sheets provided. Attendees could either leave the comment sheet with the Project Team or send it by mail, fax, or email to the City Project Manager.

Project information was displayed throughout the room and representatives from the City of Ottawa and the Consultant Team were available to answer questions and discuss the project with attendees. After allowing members of the public to review project information, a 45 minute presentation was given by Mr. Tim Dickinson, followed by a question and answer session.

Materials displayed at the open house included:

- Welcome
- Project Overview
- Planning Context
- Study Process
- Progress to Date
- Evaluation of Ultimate Design Alternatives
- Screening of Potential Near Term and Interim Designs Alternatives
- Design Alternatives for Potential Near Term and Interim Implementation Scenarios
- Potential Implementation Scenarios
- Next Steps

A copy of the display material and the presentation is available on the project FTP site. The FTP site can be accessed by following this link <ftp.mrc.ca> and entering this information:

Username: wte-public
Passw ord: openhouse

6. Summary of Comments

POH #3 was well attended with 96 individuals signing the POH register. To date, 117 comment sheets have been received. Of these, 99 were in the form of a checklist style comment sheet that was circulated by the CBLCA.

The following table (Table 1) summarizes comments received and how they have been addressed in the development of the Recommended Plan. A consultation record with a copy of all public comments is on file with the City of Ottawa and will be included in the Environmental Project Report.

TABLE 1: SUMMARY OF COMMENTS

ISSUES/CONCERN/COMMENTS		FREQUENCY OF RESPONSE	HOW IT HAS BEEN ADDRESSED
1.0 Implementation			
1.1	The interim implementation phase is not needed.	93	The City's approved TMP directs the City to defer the costs of grade-separating rapid transit elements by incrementally introducing measure to isolate buses from mixed traffic. Potential interim configurations that achieve the deferral of grade separations are therefore being explored.
1.2	The interim phase will have no cost recovery until the full build out from Bayshore to Moodie to Eagleson.	93	An interim configuration will remove buses from mixed traffic on highway 417 and thereby improve transit service reliability. Improved reliability translates directly into operation cost savings for OC Transpo as fewer buses are required to maintain an acceptable level of service. Unreliability in one section of the network results in cascading and compounding reliability issues throughout the network which leads to a corresponding increase in operation costs network-wide.
1.3	The construction of the Transitway from Bayshore to Eagleson should be constructed as one project.	88	Bus only lanes on Highway 417 between Eagleson and Bayshore operate well. The current source of delays is at the Highway 416/417 interchange. By constructing the Transitway from Bayshore to Moodie, this source of delay, and transit service unreliability will be resolved.
1.4	The interim phase will create safety issues for pedestrians and cyclists on Moodie Drive Bridge.	83	Based on feedback received at community meetings and in consultation with City advisory groups, significant design changes are proposed to improve the pedestrian and cyclist environment on Moodie Drive including: relocating cycling lanes to the shoulders, removing one traffic lane in the southbound direction to provide wider bike lanes and a raised 3.0 m multi-use pathway, and providing bike boxes at highway ramp terminal intersections to give cyclists priority.
1.5	The BRT phase should be skipped and instead the implementation of an LRT along this route should be accelerated.	2	The rapid transit network is being implemented in accordance with the TMP Capital Works Plan.
1.6	The Transitway from Bayshore to Moodie should be built after the Transitway from the Southwest Transitway to Pinecrest.	1	The implementation of the City's rapid transit network is guided by the Capital Works Plan included in the Transportation Master Plan. This plan identifies the section from Bayshore to Moodie as a Phase 1 Increment 1 transit investment subject to immediate implementation provided the availability of funding. The City has an approved EA for the extension of the Transitway to SW Transitway, but are currently completing a planning study to examine interim options to extend the Transitway from the SW Transitway to Pinecrest. This section is identified as a Phase 2 project.
1.7	There is no immediate need for the implementation of this project.	1	Currently, buses (both westbound and eastbound) must

TABLE 1: SUMMARY OF COMMENTS			
ISSUES/CONCERN/COMMENTS		FREQUENCY OF RESPONSE	HOW IT HAS BEEN ADDRESSED
			travel in mixed traffic environments between Moodie Drive and Holly Acres Road. Operation unpredictable, mixed traffic environments make transit service less reliable and more expensive to operate. This project will result in immediate improvements to transit service reliability.
2.0 Transitway Stations			
2.1	NCC Greenbelt land should not be used to build a Transitway Station.	88	A decision regarding the location of Transitway stations in the Greenbelt will be made as part of the Greenbelt Master Plan review process. Of the two station locations evaluated as part of this study, the station at Corkstown Road is preferable as it provides enhanced accessibility, operational flexibility and design opportunities whilst avoiding significant effects to the natural environment.
2.2	A Transitway Station should not be built along Corkstown Road.	86	A Transitway Station along Corkstown Road will improve accessibility for some residents in the Crystal Beach/Lakeview area as well as employees at the Abbot Point of Care and Nortel Carling facilities. In 2031, the TMP predicts 600 transfers at this station during the morning peak hour.
2.3	A Transitway Station should not be built at Moodie Drive.	80	The Preliminary Recommended Plan does not include a station at Moodie Drive.
2.4	There is not enough ridership to support a full Transitway station at Corkstown Road.	1	See response to comment 2.2, above.
3.0 Transitway Route			
3.1	The Transitway route should not be located along the north side of Highway 417.	94	The rationale for locating the Transitway on the north side of Highway 417 was documented in the AECERA Report (MRC, February 2010).
3.2	The Transitway route should be located along the south side of Highway 417 or in the median.	90	Comment Noted. See response 3.1.
3.3	Further assessment of route alternatives should be conducted.	1	Comment Noted. See response 3.1
4.0 Noise Levels			
4.1	There is a need for noise barriers in the final Recommended Plan.	94	The Ministry of Transportation has committed to providing noise barriers in accordance with their retrofit noise barrier program. The Preliminary Recommended Plan accommodates the installation of the MTO barriers.
4.2	Noise barriers should be paid for by the City of Ottawa or MTO or both.	85	The MTO has committed to providing noise barriers in accordance with their retrofit noise barrier program. The City of Ottawa is not responsible for installing these barriers in accordance with the <i>Environmental Noise Control Guidelines for Capital Works Projects</i> .

TABLE 1: SUMMARY OF COMMENTS

ISSUES/CONCERN/COMMENTS		FREQUENCY OF RESPONSE	HOW IT HAS BEEN ADDRESSED
4.3	Concerns about increase in noise levels associated with the project.	9	The contribution to environmental noise associated with Transitway buses will be indistinguishable from background traffic (highway) noise in the horizon year. See response to 4.1.
5.0 Environmental Impacts			
5.1	Concerns about the environmental impacts associated with the project.	92	Conceptual measures to mitigate anticipated environmental effects have been incorporated directly into the Preliminary Recommended Plan. Based on the assessment of environmental impacts completed in support of the design evaluation process, significant environmental effects are not anticipated. A detailed impact assessment will be completed as part of provincial and federal EA processes and detailed mitigation measures will be incorporated into design drawings and contract specifications as required. All applicable permits and approvals will be obtained prior to construction and construction activities will be monitored to ensure incidental disturbance is kept to a minimum.
5.2	Concerns about increased pollution.	2	This project is not expected to result in reduced air quality. The City is moving forward with the implementation of it's rapid transit network as part of an overall strategy to reduce vehicular dependence (and thereby reduce emissions).
5.3	Concerns that there are more impacts to the environment associated with the Highway 417 North route then the Highway 417 South route.	1	A comparative evaluation was completed and documented in the AECERA Report. Impacts associated with the Queensway North Route are not considered significant and can be mitigated through design.
6.0 Holly Acres Road Crossing			
6.1	The Transitway should cross Holly Acres Road with a grade separation (in order to reduce impacts to traffic flow, the pedestrian/cycling network and noise levels).	85	Comment noted. Subsequent review of potential impacts to future transit operations during bridge construction have led to the recommendation for a grade separated crossing of Holly Acres Road in the near term.
7.0 Council Vote			
7.1	Concerns that Council vote should be delayed to the Fall or Winter to provide more time for assessment and to avoid Council Vote falling during the summary holiday time.	3	It is the City's intention to implement the near term project in 2011. As such, Council approval will be sought as scheduled.
7.2	The decision regarding this project should be made after the fall election.	1	Comment Noted. See response 7.1
8.0 Cycling/ Pedestrians			
8.1	Concerns about the impacts to cyclists and pedestrians networks within and between communities.	1	See response 1.4. In addition, the Preliminary Recommended Plan includes upgrades to the pathway network at Holly Acres Road including a new connection to Aero Drive.

TABLE 1: SUMMARY OF COMMENTS

ISSUES/CONCERN/COMMENTS		FREQUENCY OF RESPONSE	HOW IT HAS BEEN ADDRESSED
8.2	The added volume at Holly Acres during an at-grade Transitway crossing will make it difficult for cyclists and pedestrian walking/biking through the intersection.	1	See response 6.1
8.3	Would like to see a pedestrian crossing at the Moodie Drive overpass of 417.	1	See response 1.4. A new raised 3.0 m multi-use pathway is proposed on the structure.
9.0 Property Value			
9.1	Concerns about decreases in property value associated with the project.	1	Comment noted.
10.0 Other			
10.1	There is a need for a full review by Ontario Ministry of Transport, the City of Ottawa and the NCC, with adjoining Community Associations, of the future west Transitway routing.	89	Comment Noted.
10.2	The Queensway Carleton Hospital link should be taken into consideration during the planning of this project.	2	The provision of an intensive rapid transit corridor connecting Baseline to Bayshore will be the subject of a future EA Study and is beyond the scope of this assignment. The Preliminary Recommended Plan does not preclude this link.
10.3	Concerns that the Transitway will affect traffic flow to nearby destinations such as Bells Corners, Andy Haydon Park and the Nepean Sailing Club.	1	The only potential traffic impact associated with this project is the proposed near term and interim configurations at Moodie Drive. Traffic modelling have shown that these configurations will provide an acceptable level of service at the intersection.
10.4	Suggestion that tolls should be collected on the bridges and that LRT should be built along the south side of Highway 417 once enough money is raised.	1	Comment Noted.
10.5	Would like to obtain a copy of the Power Point presentation and drawings presented at the POH for members of the public that were not able to attend the meeting.	1	Information can be accessed on the project FTP site. The FTP site can be accessed by following this link ftp.mrc.ca and entering this information: Username: wte-public Password: openhouse
10.6	The construction of the Transitway on the north side of the highway will negatively impact the recreational pathway and the ability of residents to enjoy their property.	1	Conceptual measures to mitigate anticipated environmental effects have been incorporated directly into the Preliminary Recommended Plan, including the construction of a 750 m long retaining wall to avoid encroachment into Greenbelt lands and to ensure the Transitway is maintained within the Highway 417 right-of-way. Several enhancements to the existing multi-use pathway network are proposed including a new pathway on the Moodie Drive bridge over Highway 417.

Question and Answer Session

Open house attendees were given the opportunity to ask questions to project team representatives during a formal question and answer session following the presentation. The questions and discussions that followed pertained primarily to concerns about increases in noise levels and associated mitigation measures, as well as concerns pertaining to the implementation strategy, the Recommended Plan and the Transitway stations. A summary of the discussion from the question and answer session is included in **Appendix B**.

7. Next Steps

The feedback received from this POH is being used to refine the preliminary Recommended Plan for the long term (ultimate) phase of the project. A comprehensive report will be prepared to document design alternatives, the recommended implementation strategy and the proposed mitigation strategy. Together with the findings of the Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) report, this report will document the planning process followed to identify a preliminary Recommended Plan for the West Transitway Extension from Bayshore Station to west of Moodie Drive.

The preliminary Recommended Plan will be presented to the City of Ottawa Transit Committee and Council for approval in August, after which the formal Transit Project Assessment Process (TPAP) will be initiated. As this project will likely require federal lands, a screening under the Canadian Environmental Assessment Act is anticipated. The City of Ottawa is working with the National Capital Commission (NCC) to coordinate federal and provincial EA processes.

A fourth public open house will be scheduled following council approval as part of the formal TPAP approvals process.

APPENDIX A

NOTIFICATION MATERIAL



Information
ottawa.ca
City
services **3-1-1**
TTY 613-580-2401

Public Open House #3

West Transitway Extension

Bayshore Station to Moodie Drive

In November 2008, Ottawa City Council approved its long-range Transportation Master Plan which identified the construction of the West Transitway from Bayshore Station to Moodie Drive as a priority project required to address transit operational concerns in the west urban community. In order to implement this project, in February 2009 the City initiated a planning and design study to define a Recommended Plan for the extension of the West Transitway between Bayshore Station and Moodie Drive.

This project is being planned in accordance with the Transit Project Assessment Process (TPAP) as defined in Ontario Regulation 231/08.

In order to engage the public and obtain feedback into the planning and design for this facility, a consultation program has been developed that includes four Public Open Houses. The third open house will be held on June 23, 2010 to present the Recommended Plan prior to presentation to the City's Transit Committee. At this time, members of the public will have the chance to review and comment on all aspects of the Recommended Plan including:

- Project Overview / Planning Context
- Progress to Date
- Evaluation of Design Alternatives
- Preliminary Recommended Plan
- Anticipated Environmental Effects and Proposed Mitigation
- Proposed Implementation Strategy
- Next Steps

City and consultant representatives will be available at the Open House to discuss the project, answer any questions and receive public feedback on any aspect of the study.

The Public Open House is being held on:

Wednesday, June 23, 2010
7 p.m. to 9 p.m. (with a presentation from 8 to 8:30 p.m.)
Crystal Beach Community Association – Maki House
19 Leeming Drive, Ottawa ON

With the exception of personal information, comments will become part of the public record. For more information and/or to submit comments, please contact:

Jean Lachance, P. Eng., MCIP, RPP
Project Manager
Infrastructure Services
City of Ottawa
100 Constellation Crescent, 6th Floor West
Ottawa, ON K2G 6J8
Tel: 613-580-2424, ext. 13313
E-mail: Jean.Lachance1@ottawa.ca

3^e séance « portes ouvertes »

Prolongement du Transitway Ouest, de la station Bayshore à la promenade Moodie

En novembre 2008, le Conseil municipal d'Ottawa a approuvé le Plan directeur des transports, dans lequel la construction du Transitway Ouest entre la station Bayshore et la promenade Moodie est désignée comme projet prioritaire pour résoudre les problèmes opérationnels de transport en commun dans la communauté urbaine ouest. À cette fin, la Ville a entrepris en février 2009 une étude de planification et de conception en vue d'élaborer un plan à recommander pour le prolongement du Transitway Ouest entre la station Bayshore et la promenade Moodie.

La planification de ce projet se fait conformément au processus d'évaluation des projets de transport en commun, tel qu'il est établi dans le Règlement de l'Ontario 231/08.

Afin d'obtenir la participation du public et sa rétroaction quant à la planification et à la conception de cet élément d'infrastructure, un programme de consultation a été mis sur pied qui comprend quatre séances « portes ouvertes », dont la troisième se tiendra le 23 juin 2010 dans le but de présenter le plan recommandé avant qu'il soit soumis à l'examen du Comité des services du transport en commun. À cette occasion, les membres du public auront la possibilité de prendre connaissance de tous les aspects du plan recommandé, notamment les points ci-dessous, et de formuler des commentaires s'y rapportant :

- le survol du projet et le contexte de planification;
- les progrès réalisés jusqu'à ce jour;
- l'évaluation des options de conception;
- le plan recommandé préliminaire;
- l'incidence environnementale prévue et les mesures d'atténuation proposées;
- la stratégie proposée pour la mise en œuvre;
- les prochaines étapes.

Des représentants de la Ville et de la firme de consultants seront sur place pour discuter du projet, répondre aux questions et recueillir la rétroaction du public sur tous les aspects de l'étude.

La séance « portes ouvertes » aura lieu :
le mercredi 23 juin 2010
de 19 h à 21 h
(avec une présentation de 20 h à 20 h 30)
Association communautaire de Crystal Beach, maison Maki
19, promenade Leeming, Ottawa (Ontario)

Exception faite des renseignements personnels, tous les commentaires reçus seront du domaine public.

Pour obtenir de plus amples renseignements ou pour faire part de vos commentaires, veuillez vous adresser à :

Jean Lachance, ing., MCIP, RPP
Gestionnaire de projet
Services d'infrastructure
Ville d'Ottawa
100, croissant Constellation, 6^e étage Ouest
Ottawa (Ontario), K2G 6J8
Tél. : 613-580-2424, poste 13313
Courriel : Jean.Lachance1@ottawa.ca

APPENDIX B

POH NOTES

NOTES OF MEETING

PROJECT: West Transitway Extension

FILE NO.: 1410206-001 (MRC # 107499)

DATE: June 23, 2010 **TIME:** 7:00 – 9:00 pm

PLACE: Maki House – 19 Leeming Drive, Ottawa ON

PRESENT: Alex Cullen Bay Ward Councillor
Darryl Shurb City of Ottawa
Jean Lachance City of Ottawa
Rob Hunton MRC
Peter Steacy MRC
Michel Bisson MRC
Tim Dickinson MMM Group Ltd.
Emily Sinclair MMM Group Ltd.
Members of the Public /
other Stakeholders

PURPOSE: Public Open House No.3 – West Transitway Extension Recommended Plan

1. Introduction (City of Ottawa – Jean Lachance)

City of Ottawa Project Manager Mr. Jean Lachance introduced the Project Team, provided a brief overview of the information to be discussed at Public Open House No. 3 and introduced the presenter, Mr. Tim Dickinson. Bay Ward Councillor Alex Cullen was also introduced and welcomed the group.

2. Project Presentation (Tim Dickinson, MMM Group)

T. Dickinson gave a 45 min presentation covering:

- Project Overview
- Progress to Date
- Potential Implementation Strategies
- Preliminary Recommended Plan
- Next steps

The presentation was followed by a question and answer period, with participation by the Ward Councillor and Project Team specialists.

Members of the Project Team were available to answer questions informally both before and after the presentation.

3. Summary of Issues Raised During Question & Answer Session

Table 1: Summary of Discussion at POH #3

1.0 Noise	
1.1	<p>Q: Would a potential near term implementation phase including an at-grade crossing of Holly Acres Road result in a large increase in noise and vibration given the volume of buses anticipated to use the facility?</p> <p>A: The noise analysis shows that the contribution to average daily noise levels from future bus volumes will be indistinguishable from background traffic noise in the horizon year. The project team does recognize that the acceleration and deceleration of buses at the at-grade intersection would alter peak noise levels that could be considered annoying to residents.</p>
1.2	<p>Q: Will noise attenuation be provided for residents of the Creekside, Lakeview and Stonehedge neighbourhoods as part of this project?</p> <p>A: The MTO has committed to providing noise barriers in accordance with their retrofit noise barrier program. The timing of the MTO construction is unknown at this time thus the design of the Transitway will accommodate the installation of the MTO noise barriers when constructed.</p> <p>Councillor Cullen indicated that to address this concern he will propose a motion to Council whereby the City would implement the noise barriers as part of the construction of the Transitway and recover the costs of the noise barriers from MTO in the future.</p>
1.3	<p>Q: Will the noise barriers extend the length of the route?</p> <p>A: MTO has identified two candidate sites that extend from Bayshore Station to the approximate location of the proposed station at Corkstown Road with a gap in the centre where the existing noise berm is located west of Holly Acres Road.</p>
1.4	<p>Q: The interim project will not include adequate noise attenuation. Can the project be delayed until proper noise attenuation measures can be implemented?</p> <p>A: The implementation of the West Transitway Extension cannot be delayed as it is needed to address current transit service reliability issues by removing buses from mixed traffic on the Queensway through the Bayshore-Moodie section. This project will not result in a perceptible increase over average ambient traffic (highway) noise levels and does therefore not warrant noise attenuation.</p>
1.5	<p>Q: If noise attenuation will only be implemented when the grade separation is constructed over Holly Acres Road, does this mean that there will be an at-grade crossing with no noise barriers until 2031?</p> <p>A: A recommended implementation strategy has not yet been identified. At this Open House, the project team is presenting two options for near implementation at Holly Acres Road – an at-grade crossing and a grade separated crossing. Should an at-grade Transitway crossing be in place when MTO implements noise barriers, the noise barriers would need to be located on the Highway shoulder.</p>
1.6	<p>Q: Could noise barriers be implemented in the interim?</p> <p>A: Yes, noise barriers could be installed in the interim.</p>
1.7	<p>Q: What is the total increase in noise levels associated with this project?</p> <p>A: Noise models suggest that the increase in noise levels range between 0.1 dBA and 0.6 dBA at different locations throughout the project area. An increase of 3 dBA is considered just</p>

	perceptible to most people. As the highway is the primary source of noise, any additional noise generated by the Transitway will not be perceptible.
1.8	<p>Q: Noise increases as pavement deteriorates. Do the noise level measurements take into account deteriorating pavement surfaces?</p> <p>A: The model assumes an average roadway condition.</p>
1.9	<p>Q: What are the parameters of the daily average used to calculate noise levels? Does this mean that noise level measurements include times when there are no vehicles, such as in the middle of the night?</p> <p>A: No, the 16-hour daily average represents peak travel times between 7:00 am and 11:00 pm.</p>
1.10	<p>Q: Why are averages used to measure noise?</p> <p>A: The noise measurements completed for this study, including the standard 16-hour daily noise measurement protocol, follow the Ministry of the Environment Guidelines on noise assessment and City policy on environmental noise.</p>
1.11	<p>Q: Would noise levels decrease if a tunnel was built under the highway?</p> <p>A: The option of tunnelling under the highway was investigated during the route selection stage and is documented in the Assessment of Effects and Comparative Evaluation of Route Alternatives (AECERA) report. The impacts of building a tunnel under the highway was not justifiable given that predicted noise levels increases associated with a route along the north side of the highway will be indistinguishable from background traffic noise. Thus a transitway tunnel under the highway would not significantly benefit noise reduction.</p>
1.12	<p>Q: Could the Transitway be located below grade at Holly Acres Road to minimize noise impacts?</p> <p>A: A below-grade crossing of Holly Acres Road was considered as part of the assessment of design alternatives, however it would require a major profile adjustment (lowering) to Graham Creek and a Tributary of Graham Creek in addition to impacting underground utilities.</p>
1.13	<p>Q: An at-grade intersection of Holly Acres Road would be very loud because of the continuous stopping and starting of buses.</p> <p>A: During peak periods, the noise associated with the acceleration and deceleration of buses may be considered annoying.</p>
1.14	<p>Q: Would noise levels have increased if the Transitway were to be located on the South side of the Highway via a highway flyover structure?</p> <p>A: Yes, when the study team considered the Queensway South route, the noise assessment showed that a structure over the highway would have resulted in a marginal increase in noise levels.</p>
2.0 Implementation Strategy	
2.1	<p>Q: Will eastbound buses continue to use Moodie Drive until beyond 2031 in the at-grade and partial grade separation implementation phases?</p> <p>A: Yes, until the Transitway is completed across the Greenbelt or a flyover is constructed west of Moodie Drive, eastbound buses will continue to use Moodie Drive to access the Transitway.</p>
2.2	<p>Q: Does the project team understand that this community is against the at-grade crossing of Holly Acres Road in the interim?</p> <p>A: Yes, the project team clearly understands that this community is not in favour of the Holly Acres Road at-grade crossing implementation scenario.</p>

2.3	<p>Q: What is the current bus volume at Holly Acres? Is the at-grade intersection expected to fail?</p> <p>A: The existing bus volume is 80 buses/hour and is expected to increase to 120 buses/hour at peak times. The intersection has been found to operate well beyond 2031.</p>
2.4	<p>Q: This project needs to be done right and built in its entirety all at once.</p> <p>A: Comment noted.</p>
2.5	<p>Q: The eastbound fly-over appears to be the only way to achieve the required time savings for this project.</p> <p>A: Comment noted.</p>
2.6	<p>Q: How will this project be converted to light rail?</p> <p>A: This project is intended to implement a near-term, exclusive, grade separated, bus rapid transit (Transitway) facility that can be converted to light rail in the long-term (i.e. outside the planning horizon of 2031). The final grade separation at Moodie Drive does not need to be fully implemented until the Transitway is extended to Kanata. The extension of the Transitway to Kanata is anticipated to occur at the same time as the conversion of the Transitway to light rail. At that time, a new EA study will be undertaken for the conversion of the Transitway to light rail.</p>
2.7	<p>Q: Why should the City build bus lanes if they will eventually be converted to light rail? The LRT project should be accelerated. In the meantime, could the City not focus on achieving greater efficiency out of the operation of buses on the highway?</p> <p>A: The problem with operating buses on the highway is the weave that buses are required to make in mixed traffic to avoid ramps at the Highway 416 interchange. The implementation of the TMP network, including future conversion to rail, is being prioritized and implemented in phases as it would not be feasible to construct the entire network at once.</p> <p>Councillor Cullen further explained that the phasing priorities are to convert the downtown Transitway to light rail, build the West Transitway extension as an exclusive bus rapid transit facility and then convert this facility to light rail at a later date.</p>
2.8	<p>Q: This community does not want the Transitway built until it can be fully implemented with all required grade separations.</p> <p>A: Comment noted.</p>
3.0 Recommended Plan	
3.1	<p>Q: Why is the Transitway shown to be at a lower grade than the highway in the recommended plan?</p> <p>A: The grade of the Transitway has been lowered through certain sections of the alignment in order to accommodate a barrier which will without screening on top minimize headlight glare from oncoming traffic.</p>
3.2	<p>Q: Could the Transitway be located in a trench similar to the section of Transitway that runs along Scott Street?</p> <p>A: Due to the elevation of watercourse crossings, the Transitway profile could not be lowered to a grade similar to the Scott Street section of the Transitway.</p>
3.3	<p>Q: The community was previously told that locating the Transitway on the south side of the Queensway was not possible as it required a bridge across the highway. Why is building a bridge across Holly Acres acceptable, when a bridge across the highway was said to be too expensive?</p>

	<p>A: The bridge required to achieve the grade separation over Holly Acres Road is a minor structure compared to the bridge required to achieve a grade separation over the Queensway. The Holly Acres bridge is estimated cost \$6.7 M while grade separations over the Queensway were estimated cost \$35 M.</p>
3.4	<p>Q: Why was the Transitway not located on the south side of the highway?</p> <p>A: This study examined four potential routes for the location of the Transitway, including a route south of the highway. The assessment and evaluation of these four routes considered impacts to the natural and social/cultural environments as well as technical considerations. Based on this assessment and evaluation, it was found that the cost associated with locating the Transitway on the south side of the highway was not justifiable given the availability of other route alternatives that satisfied study objectives and did not result in impacts that could not be mitigated through design. For more information, review the AECERA Report.</p>
3.5	<p>Q: If MTO is providing land to the City for this project, can the City just simply build the Transitway on the highway?</p> <p>A: The goal of this project is to remove buses from mixed traffic on Highway 417. As such, buses cannot continue to operate on the existing highway lanes. An alternative involving the reconstruction of recently completed westbound highway lanes in the median was identified and evaluated. This alternative was not carried forward due to significant impacts to highway infrastructure and the travelling public.</p>
4.0 Station	
4.1	<p>Q: Why is the station located so far away from Moodie Drive in the recommended plan? This location increases the walking distance between the station and employment lands to the north.</p> <p>A: The project team evaluated two potential station locations in the vicinity of Moodie Drive and found that a station located under Moodie Drive limits transit service flexibility (e.g. only provides a transfer function for local buses, does not accommodate shuttle service to/from employment areas, does not accommodate a Kiss-and-Ride facility etc...) and limits pedestrian access and connectivity to the station. The Corkstown station location provides opportunities for improved pedestrian connections between the Transitway, the community and employment lands, resulting in an improved pedestrian environment.</p>
4.2	<p>Q: Why is a station needed at Moodie Drive when there is already a larger, more accessible station at Bayshore?</p> <p>A: The need for a station at Moodie Drive was established in the Transportation Master Plan. It will provide an opportunity for interconnectivity of the Transitway and local routes on Moodie as well as improve service to the adjacent development lands.</p>
4.3	<p>Q: Was cost the primary factor in the decision to not recommend a station under Moodie Drive?</p> <p>A: No, the decision to recommend the Corkstown station location was based on accessibility (e.g. pedestrian, cycling and vehicle connections) and operational flexibility (e.g. shuttle services, Kiss-and-Ride, bus turn-around, lay-up opportunities).</p>
4.4	<p>Q: Former Nortel employees did not take the bus to work because ample parking is provided.</p> <p>A: Comment noted.</p>
4.5	<p>Q: How many pedestrians use the Moodie station on a daily basis?</p> <p>A: It is projected that 600 peak hour passenger transfers will take place by 2031.</p>

4.6	<p>Q: When will a park and ride be built at Moodie station?</p> <p>A: There is no plan for the construction of a park and ride facility in the vicinity of Moodie Drive.</p>
5.0 Project Need	
5.1	<p>Q: What is the need for this project?</p> <p>A: The project is to implement a plan for the extension of the West Transitway, identified in the Transportation Master Plan, that Council has approved.</p>
5.2	<p>Q: If the City does not have the money to build the ultimate project properly, maybe the City should not build the project.</p> <p>A: The City has a policy to defer of the cost of grade separating rapid transit elements and improving service reliability by incrementally introducing measures to isolate transit from mixed traffic. If possible, the implementation of this project will be phased in order to achieve this objective.</p>
6.0 Study Process	
6.1	<p>Q: It seems as though there are a lot of unresolved problems associated with this project. Specifically, it does not seem as though a wide range of alternatives are being considered. Is the project team listening to this community's concerns?</p> <p>A: This study has followed an iterative planning and design process where decisions about the project have progressively narrowed to the selection of a recommended plan. When the project began in February 2009, four route alternatives were identified and assessed within the broad Queensway corridor. Once a route was selected (Queensway North), a number of design alternatives (10) within the route were identified and assessed. Now that preferred design has been selected, the project team has identified a number of potential implementation scenarios for this project. The project did not start with the recommended plan. Decisions have been made in a step wise manner, with public consultation at each step.</p>
6.2	<p>Q: It seems as though there are a lot of outstanding issues related to this project, including a full understanding of the time savings to be gained by this project and an understanding of the MTO's future plans for a number of interchanges that will impact the implementation of other phases of the West Transitway extension. With all these developments and unknown facts, this project should be put on hold and a broader study should be initiated to re-evaluate the implementation of the TMP network and take into consideration MTO's plans for the Queensway. Current planning decisions should not be based on decisions made by planning studies carried out in the 1990s?</p> <p>A: Comment noted.</p>
6.3	<p>Q: Will the project team come on a tour of the community?</p> <p>A: Yes, the project team would be pleased to participate in a tour of the community.</p>
6.4	<p>Q: Why is the Council meeting being held in August for this project, a time when a lot of people are away on vacation?</p> <p>A: The Council meeting was originally planned for earlier in the year; however, the meeting was delayed in order to provide adequate time to gather comments and feedback from this open house.</p>
6.5	<p>Q: The Council meeting should be held in November when there is a new council.</p> <p>A: The project team is following the timelines as directed by Council.</p>
6.6	<p>Q: What is the process for ensuring that community comments are included in the report to Council?</p>

	A: There will be a consultation section in the report that summarizes all consultation held as part of this project. The project team has gathered all comments submitted by members of the public and has taken notes at all of the open houses. In addition, the consultation process will be documented in EA documentation.
6.7	<p>Q: Is it possible for the study team to make a recommendation that additional research and new information is required before making a decision?</p> <p>A: The study team is comfortable with the level of research and information used for the analysis and identification of a recommended plan. The community will have the chance to present any outstanding concerns they may have with this project at the meeting of Committee and Council.</p>
6.8	<p>Q: Why does one of the boards use the words “anticipated approval”? This wording makes it sound as though a plan has already been decided.</p> <p>A: “Anticipated approval” refers to the expected date when the recommended plan will be presented to Council for approval. Identifying a recommended plan is part of the study process and the approval of the plan is the culmination of the process. In this sense, “anticipated approval” is being used to refer to the end-date of the project. Since the beginning of the project, the study team has been meeting with the community, listening to their concerns and incorporating their ideas into the selection of a recommended plan.</p>
6.9	<p>Q: A copy of the presentation was requested.</p> <p>A: The presentation will be placed on the FTP site.</p>
7.0 Cost and Time Savings	
7.1	<p>Q: What is the cost of the project, as of today? Does this include noise attenuation?</p> <p>A: The total cost of the project is estimated at approximately \$57M with \$29M required to construct an exclusive Transitway from Bayshore Station to Moodie Drive with a grade separated crossing of Holly Acres and an at-grade intersection with Moodie Drive.</p>
7.2	<p>Q: Will complete cost and time savings estimates be provided?</p> <p>A: Cost information will be made available in the report to committee.</p>
7.3	<p>Q: What is the basis for the cost estimate?</p> <p>A: The cost estimate was determined based on a process that breaks down costs by major project item. As the design work for this project is not complete, a contingency cost is also carried forward as part of the cost estimate. Cost estimates are refined as more design information becomes available.</p>
7.4	<p>Q: Can the project team confirm that there will not be any time savings in the interim?</p> <p>A: Although there will not be significant time savings in the interim if an at-grade implementation scenario is recommended, reliability will be increased as a result of removing buses from mixed traffic.</p>
8.0 Miscellaneous	
8.1	<p>Q: Can you explain the proposed thin blue line included in the Transportation Master Plan connecting Baseline to Bayshore Station?</p> <p>A: This is a transit intensive corridor intended to provide high quality transit access to employment, commercial and institutional uses. The EA for this facility has not been undertaken however, transit intensive corridors are defined as dedicated, continuous and exclusive transit</p>

	facilities operating at-grade with priority signals at intersections.
8.2	<p>Q: The City should implement a tax on automobiles to fund the Transitway system.</p> <p>A: Comment noted.</p>
8.3	<p>Q: What is the City's plan for the extension of the Transitway through the Eagleson interchange?</p> <p>A: The Transitway configuration at Eagleson depends on the MTO's plans for the interchange, which have yet to be decided.</p>
8.4	<p>Q: What is the NCC's position on the recommended plan, specifically with regards to the station at Corkstown Road?</p> <p>A: Mr. David Malkin of the NCC explained that the NCC has been involved in the study since the beginning of the project. As a recommended plan has not yet been finalized, the NCC has not completed a federal environmental assessment. The NCC has commented on aspects of the project and, when necessary, has asked the project team for additional information about the assessment and evaluation of alternative routes and designs.</p> <p>With regards to the station at Corkstown Road, the NCC has told the City that they would like to consider the proposed station as part of the NCC Greenbelt Master Plan review process.</p> <p>The Greenbelt Master Plan review process is ongoing and consultation is currently scheduled from October/November 2010.</p> <p>The federal environmental assessment will focus on impacts to federal land and has not started yet. The assessment will begin once a plan is approved and detail design has been completed. As of today, the City has decreased the amount of NCC land required for the project through design measures such as retaining walls. As a result, the NCC is primarily interested in the location of the station if it is placed in Greenbelt land and has provided some preliminary comments to the City with regards to this issue.</p>

5. Next Steps

The feedback received during this open house will be documented in a Public Open House Summary Report..

The forgoing represents the writer's understanding of the major items of discussion and the decisions reached and/or future actions required.

Notes Prepared by:

MMM Group Ltd.



Emily Sinclair, M.E.S