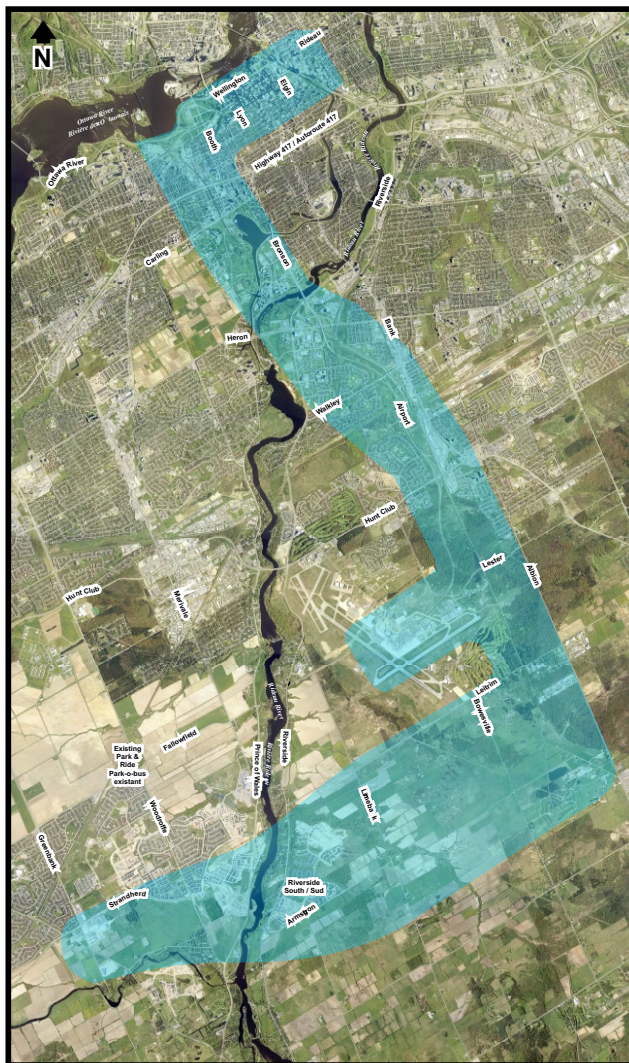


# North-South Corridor Light Rail Transit (LRT) Project Environmental Assessment

## Summary Report on Fourth Public Open House June 6, 7, 8 and 9, 2005



## June 2005



**McCORMICK RANKIN**  
CORPORATION

Hatch Mott  
MacDonald

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## 1.0 INTRODUCTION

In April 2004, the City of Ottawa initiated an Environmental Assessment (EA) study for the expansion of its rapid transit network to accommodate the existing and future demand between the growing communities of Riverside South and Barrhaven and downtown Ottawa, including a link to the Ottawa Macdonald-Cartier International Airport.

This project is being carried out as an Individual Environmental Assessment in accordance with the Ontario Environmental Assessment Act and will be coordinated within the requirements of the Canadian Environmental Assessment Act.

To date, three rounds of Public Open Houses have been held: the first in May 2004, a series of three in October 2004, and a second series of three in March 2005.

At the first Public Open House in May 2004, the study team presented the draft EA Terms of Reference (ToR) for this study. After incorporating input received from the public, the ToR was approved by City Council and forwarded to the Ontario Ministry of the Environment. The Minister of Environment approved the ToR on September 15, 2004.

The second series of Public Open Houses was held in October 2004. The purpose of these Open Houses was to present and receive feedback on: the inventory of the existing natural and social environmental conditions within the study area, the assessment of the “Alternatives to the Undertaking”, a discussion of the rapid transit technology alternatives (rail and bus), proposed alignment alternatives, and the proposed study evaluation methods. The public was provided with information on panels and on handouts and was asked to provide their feedback on comment sheets that were provided.

After consideration of the feedback from the October series of Open Houses and extensive technical work, a Preliminary Preferred Plan for the North-South Corridor LRT Project was developed. The Plan identifies the proposed alignment (route), station and park & ride lot locations and preliminary layouts, grade separations, yard location, and other supporting infrastructure (including vehicles) required for this project.

On March 21<sup>st</sup>, 22<sup>nd</sup>, and 23<sup>rd</sup>, 2005 the City organized a third series of Open Houses. The purpose of these Open Houses was to present and obtain feedback on the analysis and selection of the Preliminary Preferred Plan. A suggested interim staging plan was also presented.

On June 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup>, 2005 the City organized the final set of Open Houses. The study team revising the preliminary plan to respond to comments received at the March Open Houses and at other meetings with downtown stakeholders. At the June Open Houses, the recommended revised plan was outlined including recommended corridors, station locations, park and ride locations, and yard location. In addition, a suggested staging plan was shown.

The Study Team was in attendance at each Open House to answer questions and the public was invited to review and comment on the information displayed. Each member of the public was

provided with a comment sheet and asked to complete their comment sheets before leaving the Open House or to forward them to the Project Manager.

## 2.0 TIME AND LOCATION

The Open Houses were held over three evenings at three locations in the City of Ottawa:

Monday, June 6<sup>th</sup>, 2005  
Jean Pigott Hall (The Rotunda)  
Ottawa City Hall  
110 Laurier Avenue West  
4:30 p.m. to 8:00 p.m.

Tuesday, June 7<sup>th</sup>, 2005  
Rideauview Community Centre  
Gymnasium  
4310 Shoreline Drive, Gloucester  
4:30 p.m. to 8:00 p.m.

Wednesday, June 8<sup>th</sup>, 2005  
Walter Baker Sports Centre  
Food Court, 2<sup>nd</sup> Floor  
100 Malvern Drive, Nepean  
4:30 p.m. to 8:00 p.m.

Thursday, June 9<sup>th</sup>, 2005  
Jim Durrell Arena  
Ellwood Hall  
1265 Walkley Road  
4:30 p.m. to 8:00 p.m.

## 3.0 ATTENDANCE

A registration sheet was placed at the entrance of each Open House. One hundred people signed the register on June 6<sup>th</sup> (Jean Pigott Hall), sixty-five people signed the register on June 7<sup>th</sup> (Rideauview Community Centre), forty-nine people signed the register on June 8<sup>th</sup> (Walter Baker Sports Centre) and forty-two people signed the register on June 9<sup>th</sup> (Jim Durrell Arena) for a total of two hundred and fifty-six attendees.

It should be noted that at each Open House a number of people declined to sign in. As a result, actual attendance was higher than shown.

## 4.0 PROJECT TEAM REPRESENTATIVES

The following members of the project team were available at the POH to discuss the project with the Public:

Peter Steacy	Senior Project Engineer, Transportation Planning, City of Ottawa
Dennis Callan	Project Manager, McCormick Rankin
Robert Hunton	Project Engineer, McCormick Rankin
Eric Cone	Senior Project Engineer, Hatch Mott MacDonald
Howard Williamson	Williamson Consulting Inc.
Claire McQuinn*	Williamson Consulting Inc.

\* indicates bilingual representation

## 5.0 METHODS OF ADVERTISING

In order to provide the public with the information about the final set of Open Houses, newspaper ads ran in the Citizen and Le Droit on May 27 and June 3, 2005. A Public Service Announcement (PSA) about the Open Houses was also distributed to the electronic media on May 27. The advertisements are provided in Appendix A.

## 6.0 MATERIAL AVAILABLE FOR PUBLIC REVIEW

A series of panels were presented illustrating the alternative corridors. They explained the background for the project and identified the preliminary preferred alignment, preliminary park and ride locations, and maintenance yard locations. In addition the preferred downtown alternatives and staging plans were presented. The following list of Panels that were revealed are included in Appendix B.

- Project Background
- Transportation Master Plan
- Study Area
- Environmental Assessment (EA) Process
- EA Consultation Process
- Changes since the March Public meeting
- Recommended Alignment Key Plan
- Recommended Number of Stations and Park and Ride Lot Locations
- Issues Heard with Respect to the Previous Downtown Plan
- Key Improvements to the Downtown Plan
- Recommended Downtown Plan
- Representative Sections Downtown
- Cycle Route Impact
- Traffic Impact Removal of MacKenzie King Bridge
- Proposed Maintenance and Storage Yard Alternatives
- Preliminary Walkley Grade Separation Concept
- Preliminary VIA Grade Separation Concept
- Staging Options
- Staging Elements
- Schedule
- Next Steps

## 7.0 SUMMARY OF COMMENTS

Residents who attended a Public Open House were encouraged to fill in the comment sheets before leaving the Open House. Residents who did not fill in the comment sheet at the Open House were encouraged to send comments back via email, fax or regular mail to the Project Manager prior to June 16<sup>th</sup>. A total of 91 comment forms were received from the open houses—38 from June 6<sup>th</sup>, 19 from June 7<sup>th</sup>, 14 from June 8<sup>th</sup> and 20 from June 9<sup>th</sup>. In addition to the comment forms, a combined total of 16 letters and emails were received.

The specific comments are summarized on Table 1 and the comment sheets received are included in Appendix C. This summary uses the wording on the comment sheets where possible. The comment sheet reference number refers to the number that appears in the top right corner of the comment sheets in Appendix C. JP= Jean Pigott Hall (City of Ottawa), R=Rideauview Community Centre, WBC=Walter Baker Centre; JDC=Jim Durrell Centre, EM=Email; PMC=Post-meeting comments.

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
This project is exciting! / This is something the city needs. / Very good idea. / Good community work. / Looks good. / The single transit lane alternative is a great improvement. / Route looks good up to LeBreton Flats. / Negligible environmental impact and good use of existing right-of-way. / Interesting, I like the ideas! / Nice to see the extension of Earl Armstrong to Strandherd – will definitely be convenient. / The existing train is very convenient and this \$650 M project may be the best money the city ever spent. / I'm proud to see our city spend our tax dollars on such a long awaited project. / I wish this system was around when I commuted – it used to take me three hours to get from Barrhaven to Cognos by bus. / Current proposal is a vast improvement over the previous ones. / I think that if this plan was very well thought out it would be very beneficial to our area – it would connect us in ways that were hard to get in the past.	31	JP-2, 3, 4, 5, 16, 24, 25, 29, 33, R-1, 2, 4, 5, 6, 7, 9, 11, 12, 13, 14, 15, 18, WBC-1, WBC-3, 7, 8, 10, EM-4, 6, 11, JDC-13	No response required.



**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Get this done and move on with the East/West Line. / After this, build the line out to Kanata.	3	JP- 16, 19, 22	No response required.
The proposed new intersection on Albert, west of Commissioner, is good. It will maintain the urban block character and prevent Albert from becoming a speedway. While the LRT tracks may have gentle curves, the paved road surfaces should look like streets on a grid pattern, not freeway ramps.	1	EM-4	No response required.
This is a bad idea that will not substantially improve the flexibility of the transit system and add significant cost for very little payback. / This will make it more confusing not less confusing. / This is insane. / Plan seems to be short-sighted. / Don't support the use of Albert and Slater – what about Sparks St.? / This plan should be held back another 10 years.	6	JP-20, 26, 27, 28, 33, EM-12	<ul style="list-style-type: none"> <li>• The addition of trains will allow OC Transpo to reduce the number of buses, therefore reduce their operating costs.</li> <li>• BRT and LRT on the same street provides an opportunity to fully integrate the transit services.</li> <li>• Albert/Slater were selected as the preferred corridors because they are central to the business activity.</li> <li>• Holding back the LRT will impacted the planned southern developments.</li> </ul>
There are still businesses on both sides that need to receive deliveries. How will this be handled on the transit side?	1	JP-26	Loading bays will be provided.
If the buses and trains can share a lane on Slater and Albert, why not also on the Bridge?	1	JP-20	Although bus and rail share lanes on Albert/Slater, trains can pass stopped buses. This is not possible on the bridge if they share lanes.
There should be a single car lane on Albert and Slater for MOVs (multiple occupant vehicles). Any single occupant vehicles should be ticketed and the money go to the transit project.	1	JP-34	Albert and Slater require a balance of transit and auto accessibility for the businesses on the street.
With respect to level crossings and safety/reduced noise, you should consider dead-ending streets or building more over/underpasses. / In suburban areas, make sure trains have priority, instead of having to wait at lights.	1	JDC-1, R-4	The trains will operate following the rules of the road, with transit priority where possible.

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Must ensure pedestrian safety, including mid-block cross walks. / Concerned about safety in the urban & rural areas. / The current plan is multiple accidents waiting to happen.	3	JP-6, 8, 28	Pedestrian crossings at intersections will be encouraged. Mid-block crossing will be no less safe than today.
Please ensure that pedestrian access to stations be safe and convenient, particularly through Riverside South. Pedestrians should not feel intimidated by cars and buses.	1	EM-17	Pedestrian accessibility for the Riverside South Community is part of the development plan.
Consider tight security of the rural transitways to offset suicide attempts.	1	JP-8	The operating authority will establish security requirements for the network.
Still convinced that underground is the only sensible long-term solution for traffic and business improvement. / Must examine cost-effectiveness in the long-term of a downtown tunnel. / A tunnel is the only way this system will function in bad weather. / Dedicate one whole street or go underground.	8	JDC-2, JP-6, 20, 23, 28, 31, EM-12, 16	<ul style="list-style-type: none"> <li>• Tunnel cost estimates have been updated to an estimated \$720 Million.</li> <li>• The tunnel option would require too much of the limited budget.</li> <li>• Both Albert and Slater require some type of automobile access for delivery and patrons.</li> </ul>
This project needs to use raised tracks through the downtown core.	2	JP-21, 31	Raised tracks were considered to have high construction and maintenance costs, and to be visually intrusive.
If you close the Mackenzie King Bridge, how will we cross the canal when the Laurier Bridge is closed? / Closing the Mackenzie King bridge will only increase traffic congestion. / Closing the Mackenzie King Bridge is horrible and will cause problems for Sandy Hill.	5	JDC-1, 8, 20, 23, EM-8	<ul style="list-style-type: none"> <li>• The city will re-examine the closure of Laurier; alternatives include Wellington St.</li> <li>• Traffic analysis indicates that the impact on Sandy Hill will be minimal.</li> </ul>
The diverted traffic will lead to N/S gridlock. / Worried about traffic impacts in the downtown area - already traffic jams in peak periods.	3	JP-23, R-12, WBC-8	Traffic analysis indicates that traffic will continue to flow.
Poor winter maintenance of sidewalks and walkways, especially as in recent years, means that people can't walk to public transportation unless they live beside it – therefore cars are the only option.	1	JDC-2	The city will have to maintain good pedestrian access to transit facilities.



**Table 1: Summary of Written Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
This system does nothing for Alta Vista and parts of Hunt Club. / It would make sense to provide a new transit station south of Hunt Club Rd. to service the Emerald Woods Community (there is already a pathway linking NCC lands to this development, extending to a transit station would be a matter of design). / Place a stop between South Keys and Lester to serve the community in front of it. /	4	JDC-2, 6, 9, 10	<ul style="list-style-type: none"> <li>The system was being developed to service Barrhaven, Riverside South and communities along the corridor.</li> <li>A station at Hunt Club was considered, analysis indicated it was too far from the community to attract a high level of riders and would require all trains to stop for a small number of boardings.</li> </ul>
Need a line through Alta Vista. The route could have the E-W line join the N-S line, the N-S line go through downtown, the line through downtown go through the Alta Vista corridor and connect back with the E-W line.	1	JP-25	This concept is currently not in the Official Plan nor considered to be part of the RTES.
The station locations for Walkley Rd. and Confederation Heights are not very accessible for Heron Park and Brookfield South. A recreational/pedestrian pathway built alongside the LRT would provide more convenient access. / A walking path from the corner of Brookfield and Junction across Sawmill Creek and directly to Confederation Park (perhaps along the existing O-Train line) would allow Heron Park residents much more direct access to the Confederation Station.	1	JDC-8	Pedestrians will be considered in the finalized plan.
I would like to request a stop either behind Trappers Park or off of Bridlepath Rd., between the townhouses on the south side and the end of the Mac ST. light industrial Park.	1	JDC-10	A stop for this community was considered, due to the long walking distance to the community, ridership potential was considered to be too low. Stopping all trains for a lower ridership stop was considered to effect the overall operations.
Building a transit station in the Emerald Woods Community would be “smart” as it would allow people to walk to the LRT and may create real development infill opportunity in the greenbelt lands.	1	JDC-6	A stop for this community was considered, due to the long walking distance to the community, ridership potential was considered to be too low. Stopping all trains for a lower ridership stop was considered to effect the overall operations.

**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Need a stop westbound adjacent to Elgin.	1	JP-10	The horizontal and vertical alignment at this location is not conducive to a stop.
As long as there are major malls in the suburbs people will not go downtown. / With all the apartment buildings being built downtown, people will have to travel out to the suburbs to shop for goods at reasonable prices (no obvious locations left for grocery stores in the city centre or Glebe).	1	JDC-2	No response.
The LRT may help office workers, but it will not change the patterns of shoppers. / Older citizens cannot walk and carry parcels any significant distance and can't take the train to the hospitals. / Young people need to be able to drop off/pick-up children and larger amounts of groceries – not feasible with public transit.	1	JDC-2	The LRT will connect the several shopping areas along the corridor. This will provide a choice for riders.
Western society is glued to their cars, and with an average of 1½ cars per household, we should work to improve the system for this.	1	JDC-2	The Official Plan has established goals for transit ridership. This is one step towards reaching those goals.
Concerned about delays related to accidents in the downtown core. / What happens when the train breaks down or there is a stalled car?	2	JDC-3, 23	The operation authority will require procedures to address these issues.
Concerned about weather issues and ice on the rails.	1	JDC-3	Maintenance will be required to maintain good service.
Concerned about the safety and accessibility for disabled people during construction of the rails – consider changing the bus routes during construction to move citizens away from it. / Consider the effect of noise on the safe maneuverability of blind persons.	1	JDC-4	The contraction contract will include address restrictions and routing changes. Public notice will be required during the construction phase.

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Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
There will be too many stations between Carling and Bayview – will result in slow service. / Too many stations, the train will not be able to move quickly – the purpose of the LRT. / The stations in the boonies are very close together – eliminate most of the proposed station in the interest of speed. / Use no more stops than need to ensure speed. / Too many stations between Riverside south and downtown. / Need a direct route to be faster than the bus. / The proposed new stations at Somerset and Gladstone should be merged into one midway station.	10	JDC-5, JP-1, 8, 16, 34, R-3, WBC-13, EM-12, 16	Station locations have been identified to maximize the walking potential. The stations will come online as the city sees a requirement. The Gladstone and Somerset stations service two distinct areas and cannot be merged without jeopardizing service to those communities.
The distance between train stations on Slater is a concern. A significant number of morning commuters will want to exit the train near Constitution Square – a station is needed here. / A station is required closer to the NAC, the Court House and to City Hall. Walking distances are too great to encourage residents to use the LRT to access these facilities situated close to the MacKenzie Bridge.	2	EM-6, 7	Stations have been located on every second block. This provides for bus stops on alternate blocks. There is not sufficient space on the blocks to accommodate both, plus a loading area.
Allow for “bike boxes” and bike priority signals on MacKenzie King bridge. / Concerned about cycling access to the bridges. / Need to find a way to keep the priority bike lanes on Mackenzie King Bridge. / Considering impacts on cyclists of closing Mackenzie Bridge is good, but they won’t discontinue using it – need to find a resolution. / Cyclists need to existing essential route and destination (mall). Changing the route is unacceptable. / Unacceptable that bike lanes just end at Mackenzie King Bridge – an interim solution was developed at the last PCG meeting.	8	JDC-5, JP-2, 7, 10, 14, 35, 36, EM-13, 14	<ul style="list-style-type: none"> <li>• Priority lanes on Mackenzie King Bridge have been considered.</li> <li>• The median station requires cyclists to stop before the platform.</li> <li>• Curb platforms would result in poor rail geometries and poor transit service.</li> <li>• The City has considered the interim solution, but have determined both sides of the platform are required as rail service.</li> </ul>

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
If cyclists are forced to dismount to cross the bridge, there will be a huge public outcry and political fallout. The cycling route must be continuous. / We need to be able to cycle continuously across Mackenzie King Bridge – bikes are an alternative form of transportation.	4	JP-36, EM-3, 13, 16	Laurier Bridge accommodates cycle lanes and an alternative route to cross the Rideau and access the University of Ottawa and the downtown area.
Walking bikes through the crowds on the Mackenzie King Bridge would be painful for pedestrians and cyclists alike.	1	EM-16	Laurier is an alternative route.
Consider having trains let off passengers on the median, buses on the sidewalks, and have cyclists in between the two on a 2.5 m wide lane between Elgin and Waller. A fence along either side of the bike lane could ensure bikes do not wobble into a train or bus.	1	EM-16	The bridge is not wide enough to accommodate pedestrian walkways, two 3.5 m lanes for buses, two 3.5 m lanes for trains, a median platform and a 2.5 m cycle lane.
Mirrors on buses and trains should provide clearance for close-moving bicycles.	1	EM-16	This is not considered to be a safe location for cyclists.
Your traffic analysis for the Mackenzie King Bridge ignores the 500 cyclists a day.	1	JP-35	Traffic analysis considers the vehicle movement.
The Albert and Slater drawings do not show where bicycles are expected to travel. / The more bike lanes the better./Unclear as to what is happening with bike lanes on Albert&Slater. / The roadworks proposed should enhance and promote the pedestrian-cyclist link over the Fleet Street pedestrian bridge. These pedestrian cyclist links must not be afterthoughts, but planning essentials given high priority.	4	JP-10, WBC-1, EM-3, 4	Cyclists are expected to travel in traffic lanes as done today. There is insufficient space to accommodate pedestrian, cyclists and vehicular movements within the right of way.
How do cyclists get over/around a station platform? Does this mean we would have to dismount and walk through the LRT station? I don't think has received enough consideration.	1	EM-3	Yes or use Laurier Avenue cycle lanes.

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Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
It is my recommendation that bicycles be allowed to cross over the train tracks near or at pedestrian crosswalk and share bus lane through the bus stop and then stay on the right in their own bike lane to Waller. OR Alternately cyclists could stay on the right in their own bike lane inside the bus lane except at the bus stop in which they must wait for busses already stopped to pick up passengers. / A separate signal might be required to give bicycles a head start over buses. If bikes are behind buses, they must be forced to wait for the buses to move./ Heading westbound, keep cyclists on right before bus stop at Mackenzie King Bridge. Cyclists will have to wait behind busses picking up passengers. A bike box will keep busses from queuing up when not picking up passengers and blocking cyclists access to bike lane. Once cyclists reach pedestrian crossing, or near about, cyclists can cross train tracks and enter bike lane on the left of the tracks. A separate signal may be required to co-ordinate cyclists and train crossings.	1	EM-13	<ul style="list-style-type: none"> <li>• Cycle lane options have been considered.</li> <li>• The City will consider alternatives during the design stage.</li> <li>• Signal timing will not accommodate additional phases for cycle priority without effecting transit service.</li> </ul>
A pedestrian and cycle path should parallel the LRT whenever possible to provide direction “back door” access to land uses along the right of way, since “front door” access to these lands will be car/road oriented. / A study should be commissioned to identify potential links to the current bike and pedestrian pathways and ways to use the LRT to connect the currently disconnected pathways.	1	EM-4	The city will be conducting studies to determine appropriate pedestrian and cycle networks.
Fewer cars on the road is better for cyclists.	1	JP-2	The introduction of LRT to the existing transit service will provide alternatives to car travel.

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Consider moving Walkley Station to the east side of Walkley, closer to local bus stops and further from housing. / The preferred location is at the Walkley yard since the majority of this piece of land is already used for this purpose.	2	JDC-5, EM-7	The detailed design phase will consider variations to the station locations.
In favour of the 1200 car parking lot at the end of Quinn Rd.	1	JDC-11	No response.
I understand that Quinn Rd. will be set up with a cul-de-sac and some landscaping just before the pedestrian access to the parking lot. My main concern is safety, privacy and security for my street. Could there not be better segregation between my street and the parking lot – or maybe no pedestrian access to Quinn Rd. at all? We could use Leitrim for access. / We are concerned with the sound that a station of this size will create as well as the sight and potential risks of having this volume of traffic and people enter our community (Quinn Rd.) We recommend that a 10 – 15 foot high earth wall run the length on the east side of Gilligan Street to filter out the noise and obscure the view of the parking lot from our street./ We are asking for an earth berm to be installed at the end of the proposed cul-de-sac on Quinn to reduce the noise and sight of the 1200 car parking lot. / The Parking lot needs its own entrance and exit – not through our street!	4	JDC-7, 11, 12, 13, EM-15	<ul style="list-style-type: none"> <li>• Pedestrian access to Quinn will provide access for residents to the station.</li> <li>• Car access will be restricted for Quinn.</li> <li>• Landscaping elements will be considered in the detailed design phase.</li> </ul>
A light at Albion Road & Quinn Road is recommended for there will certainly be an increase in traffic coming down Albion to access the Park & Ride and it is already very dangerous for cars and school buses to safely turn onto Albion road off of Quinn Road. / We request a light at Albion and Quinn.	3	EM-14, JDC-11, 12	This suggestion will be forward to the City for consideration.



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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
We understand that just north of the proposed cul-de-sac (near Albion) is an empty lot owned by the city. Currently the woods beside the land proposed for the parking lot is used by many people for recreation. With this now turning into a parking lot we are recommending the city install a park with a play structure on this land (just north of the cul-de-sac) for the people of the street to enjoy instead. / Would like to request a children's playground be installed at the end of the proposed cul-de-sac on Quinn (before the parking lot).	3	EM-14, JDC-11, 13	Suggestion will be forwarded to the City Parks and Recreation Department.
Concerned about security around Quinn due to the 1200 car parking lot – this will obviously be a convenient meeting place for gangs and drug dealers.	1	JDC-13	City will consider security issues in the design of the lot.
Please respect my community's unique personality when construction the LRT system.	1	JDC-13	Public input will be required during the detailed design.
The speed limit should be reduced on Albion as there are too many accidents in the ditch and too many speeders on that road due to the race track.	1	JDC-12	Suggestion will be forwarded to the City.
We will definitely need an underpass at Brookfield and Traverse as many students cross here to get to Brookfield High School.	1	JDC-8	An underpass is being provided at the Sawmill Creek structure.
Consider relocating the rail yard. Please do NOT locate it behind a residential neighborhood (i.e. Emerald Woods). / Suggest moving the yard to the industrial park area near the Leitrim Park & Ride.	3	JDC-9,10, WBC-2	Will consider yard alternatives.
Would prefer to see more island platforms.	1	JP-1,	Platform design will be considered in the next phase of the project.

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Plans show a tight corner at LeBreton Flats that will accelerate wear on the track and the wheels, resulting in increasing maintenance costs and noise problems due to wheel flanges sliding along the track. / Concerned about the tight radius turn shown at the Bayview Yard. The NCC should be leaned on to release extra land and create a gentler curve. / Meandering tracks through South Gloucester will be inefficient and a waste of energy.	3	JP-1, 8, WBC-6	Will be considered in the detailed design phase.
Buses and trains together on Albert, Slater and Mackenzie Bridge will be a problem/ Buses should stop at Hurdman where passengers heading downtown will be forced to take the LRT. / Having buses and trains in the core will increase transportation related injuries. / Must reduce bus traffic on these streets if this is going to work. / Potential operations could feature express routes that terminate at Mackenzie King where passengers would transfer to empty trains to get through the core.	6	JP-1, 8, 12, 23, 32, EM-17	<ul style="list-style-type: none"> <li>• This concept has been considered. The number of transfers required is considered to be undesirable for transit service.</li> <li>• OC Transpo is reviewing the bus operations to reduce the number of buses.</li> </ul>
Okay with closing Mackenzie King Bridge. / Even as a cyclist I have no problems closing the M.K. Bridge. Cyclists should make the small sacrifice to have better transit.	2	JP-16, 22	No response.
Very important that feeder bus service be developed to support this initiative.	1	JP-13	No response.
Take automobile traffic off of Albert and Slater entirely. / Keep Albert and Slater for cars only – businesses may scream now, but ‘cars’ do not shop on these streets, transit riders do. / Prefer original plan to restrict car access to Albert and Slater to at most one lane. / Close one road downtown to cars and leave for trains, bicycles and pedestrians only.	4	JP-12, 18, 19, 32	A mix of transit and car traffic is proposed to accommodate business and transit users.
Pleased with the revised plan that keeps cyclists on Albert and Slater.	1	JP-22	No response.

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Why is there parking and loading on Albert and Slater?	1	JP-12	To accommodate existing businesses.
Having vehicular traffic on either side of the LRT seems like a recipe for disaster.	1	JP-12	Alternative has changed to a shared transit curb lane.
There are LRT systems that use single tracks with sufficient passing tracks to allow trains to operate every 15 minutes.	1	JP-1	No response.
There is no need to build another bridge over the Rideau River or to put a tunnel at Dow's Lake. Use the extra money to build a spur to the airport.	1	JP-1	Staging options will be considered by the City.
I think that in the long run the system would improve the local environment by ensuring a green space in the track vicinity.	1	JP-3	No response.
A continued exclusion of rapid transit links to Gatineau (esp. across the Prince of Wales bridge) is unacceptable and not in accordance with the project Terms of Reference. / Need to connect Ottawa and Gatineau across the existing railway bridge. / Consider using existing diesel train on single track to connect Ottawa and Gatineau in the short term. / Need at least one link to Gatineau – this will reduce the number of Quebec commuter cars coming to Ontario.	10	JP-6, 11, 11, 32, 33, WBC-4, 8, EM-2, 4	<ul style="list-style-type: none"> <li>• The Terms of Reference does not include a link to Gatineau.</li> <li>• This is the subject of a separate study.</li> <li>• The current EA has not precluded this link.</li> </ul>

**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Staging strategy must include early extension into Gatineau, the airport and Leirrim Rd. / Need the airport extension. / Connection to the airport is important. / Spur to airport must be built ASAP. If the airport doesn't improve, raise taxi and parking downtown to encourage use of LRT. / At least add a shuttle from the Airport to the LRT. / Extend to the airport. / The train would be the most effective (and easiest with luggage) way to the airport. / The airport station should be climate controlled and spacious for weary travelers with lots of baggage. / The airport connection is invaluable – but need not be double-tracked, and single track would be more cost effective and allow for earlier construction. / Are we going to have an airport extension?	12	JP-6, 10, 14, 18, 19, 22, 25, 32, R-4, WBC-1, 4, 10	<ul style="list-style-type: none"> <li>• Extension to Gatineau is not part of this project.</li> <li>• Airport link will be staged.</li> <li>• OC Transpo is considering adding a shuttle connecting the LRT and the airport.</li> </ul>
Staging strategy must include maintenance of existing O-Train / There should not be any interruption of the existing O-Train service during the regular seasons. e.g. between early September and late June. / Staging and construction must ensure that services operates regularly in areas not directly adjacent to construction – construction at one end should not impact the other.	3	JP-6, EM-12, 14	Will be considered in staging.
Must maintain operation of the existing O-Train during construction.	3	JP-6, 29, 11	O-Train operations will be maintained as long as possible.
Connection to the Casino of Lac Leamy is important.	1	JP-14	Is not part of the project but may be considered in future studies.
The reconfiguration of peak hour express buses must be explained and discussed in detail with current users.	1	JP-6	OC Transpo is undertaking a review of operations changes.

**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Lett St. should be connected to Primrose by a grade-separated pedestrian/bicycle pathway with signalized intersection at Primrose and Wellington; connect this walkway to Booth Station.	1	JP-7	NCC is considering cycle and pedestrian network through LeBreton Flats.
Please ensure all Park&Rides and stations can properly accommodate bicycles, and riders should be able to take their bicycles on the trains. / Need more secure bicycle storage. / Please ensure all Park&Rides and stations have large enclosed and heating areas. / Lots should have areas with plug-ins for block heaters. / Suburban Park&Ride lots should have separate exists for private vehicles and another for buses, bikes, handicapped priority parking. / Need to consider cyclists and pedestrians with Park&Ride lots. / To ascertain that direct pedestrian access is provided to all LRT stations. In particular, Riverside South Community should have incorporated into their Design Plan, and the Circulation Plan, walkways that will facilitate pedestrian access to all transit stations.	7	JP-7, R-4, R-7, EM-3, 4, 7, 16	Will be considered by the design team.
Stations on either end of the downtown area (saw LeBreton and Mackenzie King) should be designed to accommodate for buses turning around and significant passenger transfers.	1	EM-14	LeBreton and Mackenzie King stations will include passenger transfers.

**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
It is good that you are providing Park&Ride lots. / Park&Ride lots need to be integrated with ‘walkable mixed-use neighborhoods’ expected to spring up around LRT stations. / We need enough parking at the Park&Ride in Riverside South. / Need sufficient parking. / Need large Park&Ride facilities near Leitim, River Rd. and Hwy 16 to draw commuters off the road as they come in from Osgoode and Kemptville. / The additional park & ride lot on the west side of Riverside South community is a positive step to encourage residents from the south-west quadrant of the development to use the NS LRT.	7	JP-11, 12, 31, R-17, 18, EM-2, 7	Development plans will accommodate pedestrian link to the park and ride lots.
We need Park&Ride stations in Barrhaven too – to split the traffic before Woodroffe. / We need more service on the west of the river in Barrhaven. It currently takes almost an hour to get from Barrhaven to Bank St. / Recommend an official parking area at the Barrhaven Station to encourage use from the rural area as well as people who are not willing to take the bus.	3	JP-31, WBC-4, 10	A park and ride lot is proposed at Woodroffe.
Booth St. – Wellington St. intersection: object to sidewalk being “curved back”. Roads should meet at 90° to reduced pedestrian crossing distances and slow traffic.	2	JP-7, 36	Geometrics will be considered in the design plan.
Do not move LRT into the downtown core, rather use the current bus transit system there.	1	JP-8	Current bus system can not accommodate the growth need to service the N-S corridor.
The use of the Mackenzie King Bridge as a stub end railway yard is good, but can the bridge support this	1	JP-8	Structural analysis indicated some strengthening is required.
Please let me know when the Environmental Study Report is available so I can pick it up.	1	JP-9	The EA will be made available.
How will this affect bus traffic on parallel routes (i.e. Queen and Laurier)? / Will Laurier and Queen be used for additional bus-only routes?	2	JP-10, 12	OC Transpo will review the entire network to see what opportunities the LRT will provide to alter services.



**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Please look into and provide information on operating costs (i.e. insurance). Apparently the current O-Train's insurance is way over budget and I would be worried about all the level crossings.	1	JP-10	Insurance costs are not part of the EA, but it will be considered in the building stage.
Plan doesn't account for possible intersections with the future east-west line near Hunt Club.	1	JP-12	East-West study has not determined where it will cross the corridor.
It seems like there's low-density housing planned around the LRT in Riverside South, not business and mixed-use. / The Riverside plan does not integrate the LRT well into its employment areas, and puts it too near too much low-density housing.	2	JP-12, 35	The Riverside South community is designed to maximize walking potential.
Looking at the traffic impact diagrams, it would appear that we need to reduce downtown car traffic, not just add transit. / The numbers for the traffic flow schematics do not add up. The reduction of traffic flow into downtown are overly optimistic to delusional.	2	JP-12, 31	Achieving the modal split will reduce car traffic flows.
Important not to widen other N-S roads if truly want to increase transit modal sharing (i.e. Limebank/Riverside)	1	JP-13	The City Official Plan includes a balanced transportation network of roads and transit.
Even with the LRT, I can envision only worse traffic problems due to growing neighborhoods related to the widening of Limebank and River Rd.	1	R-11	No response.
Grade separation at Elwood (Via Rail) and Walkley (Ottawa Central RR) diamonds should carry LRT under, not over, mainline tracks. LRT going under will require only 14 feet of vertical clearance versus 23 feet going over.	1	JP-15	Underpass option was considered but was not workable.

**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
<p>The staging information is completely inadequate for the last public consultation.</p> <p>Two stages are missing – Walkley Grade Separation and Dow's Lake Extra Tunnel</p> <p>There are not details for staging for single versus double track.</p>	2	JP-17, EM-7	Staging options are being considered.
Why is the grade separation needed at Walkley when the present level crossing works now?	1	JP-17	The number of trains crossing will increase to a point where the crossing is not longer workable.
There is no opportunity for public feedback on staging before this hits transportation committee. This is no discussion of maintaining service during staging. Staging and maintenance will make or break this project in terms of public acceptance.	1	JP-17	Public can comment at Transportation Committee.
Encourage increased parking fees to provide incentive to take the LRT.	1	JP-18	City parking policies may consider this option.
The number of trains required to maintain a 5-minute interval, given the length of the around and the amount of time to transit the downtown seems unreasonable. / How many new trains will beed to be purchased.	1	JP-20, WBC-8	All trains will be new electric trains, unlike the previous diesel trains. The number of trains required is being confirmed, but is in the order of initially 21 (for 5-minute service) growing to an estimated 40 trains for 3-minute service (at full build-out).
How will this proposal going to fix the current problem of buses being backed up 3 or 4 blocks? / At rush hour I can leave a bus and walk to a bus stopped along the line that left 5-10 minutes prior to the one I was on.	2	JP-20, 33	The LRT will provide an opportunity to reduce the number of buses.
This process is going too fast to have effective input from people and the studies do not support conclusions.	1	JP-20	The process is following the approved schedule.
No one will use the LRT eastbound at the a.m. rush hour or westbound at the p.m. rush hour at Elgin St.	1	JP-20	No response.

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The plan claims that ridership will hit 30% up from 17%. Despite this “pie-in-the-sky” plan, there is no sign whatsoever of a contingency plan. We taxpayers are going to end up paying for rework. What are the contingency plans if the 30% isn’t met? Where’s the sensitivity analysis to show the effects of only 20%? 25%? / It will be hard for the city to meet its 30% goal.	2	JP-27, R-16	The official plan objectives have been set with public input. This project is one of the steps to achieving that goal.
The project will only encourage poorer people to go downtown, which will lead to an American city style – blighted urban core.	1	JP-27	The LRT will make more areas of the city accessible.
Need to address how guest/client safety will be ensured. / In 2004 our guests were involved in five accidents, three sent people to the hospital.	1	JP-30	City will consider safety during the design.
Need to address the issues of noise and vibration. / We need double pane windows for the current noise, what about when there is LRT too? / Concerned about noise of trains as they cross over bridges (specifically the one near Claudette Cain Park) / This project should be developed as a state-of-the-art project which goes beyond current standards to address issues of noise and pollution – maybe try an “above ground tunnel”. / LRT noise and speed concerns have yet to be addressed, especially at location where the LRT is passing through residential communities. What are the measures proposed to mitigate noise levels?	3	JP-30, EM-6, 7	Noise and vibration will be evaluated as part of the EA process.
I am very upset that previous comments were said to have been addressed but were not.	1	JP-30	Plans were changed to reflect concerns related to the use of both curbs.
The Strandherd Bridge should be at most 6 lanes, combined car and train. After all, we are investing in the train and therefore reduce the number of cars on the road and the money spent on the bridge.	1	JP-32	Will be considered.

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I'm encouraged that the proposed bridge to Strandherd will be open by Fall 2009. This will give me more route alternatives.	1	R-11	No response.
Consider making the new roads for Riverside south toll roads and the Strandherd Bridge a toll bridge. Allow each citizen a number of free passes, and then start charging over that number (i.e. the Airport Rd. in Melbourne, Australia).	1	JP-32	This is not within the realm of this study.
There is no need for the train to go to the Rideau Centre, which is adequately served by 6 buses. / What is happening at the Rideau Centre, are trains going there?	3	JP-33, R-9, EM-10	Connection to the Rideau Centre is required to service the travel demand.
If people need to make too many transfers, we will choose to take the car.	1	JP-33	Will be considered.
Please do not use overhead wires, these are very ugly.	1	JP-33	Overhead wires will likely be used.
I need to see a full cost breakdown for the proposed transit system. / What are the phases and estimated costs?	2	JP-33, EM-7	Costing and phases are being developed.
Concerned about the safety of crossing the rails on bicycles – inexperienced cyclists may not know you need to cross at 90°. / Need to look at safety precautions for bikes crossing the tracks at Slater and Bronson (i.e. rubber fill-ins). / Need to look at leveling filling the gaps between road and rail for safe crossing of bikes, strollers, wheelchairs, etc.	3	JP-34, 35, EM-3	Will be considered during the detailed design phase.
All construction for this project must be long lasting – make long term investments.	1	JP-34	Will be considered.
What is the plan for cyclists on Scott St. going east. This is currently very dangerous with the blind curve, no lane, aggressive drivers). / We at least need the "Share the Road" signs for Scott St., it is particularly dangerous.	2	JP-34, 36	The Scott St. reconstruction included shared cycle lanes.

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The current cycling routes are too widely spaced. The city needs a network in the densely populated areas (Vanier, Market, Down Town, Glebe, Centretown, Hintonberg) where most cyclists ride every day.	1	JP-34	The city will consider changes to the cycle network.
Please ensure the Gladstone and Somerset stations don't impact the path along the track. Other than that, they are a good idea!	1	JP-35	Pathway systems will be retained and connected to the stations.
Transit users will have to walk further to catch the bus or LRT with this plan. Will you be able to schedule buses better to ensure rides aren't running after buses that leave early?	1	JP-35	The city will schedule bus systems for transfers.
Consider dropping the Barrhaven extension and the Strandherd Bridge. I haven't seen sufficient data to be convinced that this will increase ridership or decrease travel times from Barrhaven.	1	JP-35	The Barrhaven connection is identified in the Official plan as part of the overall transit network.
Run the bus diagonally from Barrhaven to Colonnade to increase the employment density there.	1	JP-35	Suggestion will be forwarded to the City.
Surprised that existing Transitway cannot be incorporated into the plan. I would have thought that using existing Transitway would limit the need to purchase land and allow use of existing stations and Park&Rides.	1	R-2	The existing transitway does not provide service to the area requiring service.
I thought the point of LRT was to move commuters quickly from one regional community to another – not from every second street.	1	R-3	City will consider stop locations along the LRT.
Can we see a map showing precisely which streets in our community will be affected? Display maps give a general idea, but street names would be helpful.	1	R-5	OC Transpo is preparing operation service strategies.
Has environmental assessment (i.e. irrigation, wildlife, noise/vibration) been performed for Riverside South?	1	R-5	Community design process is not subject to the EA process.

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Has a time schedule (# runs per day, rush hour frequency, etc.) been determined? / What is the expected transit time from downtown to Barrhaven?	2	R-5, WBC-8	A schedule has not been established yet.
You should buy all the right-of-ways for tracks (both existing and abandoned) to prevent developers from buying them. (i.e. the R.O.W. that goes to Manotick). / Show the available and abandoned R.O.W.s on a map to show alternative corridors for future expansion. / Has the city purchased to right-of-way from CPR from Bayview to Greenboro, or does it lease the property?	2	R-6, 9, EM-2	The City will consider this option.
Need more thought for the Bayview portion of the system. With talk of major development/redevelopment in this area, and a link to Gatineau, that station configuration and track intersections. Bayview has the potential to be a major connection point, thus stations may have to be larger or doubled. / The station proposals are all based on a three-leg junction. Their location might be very different if planning for a four leg junction. / Transportation uses must not ruin the land development potential at locations like Bayview.	2	EM-3, 4	A study is being undertaken to determine a transit and development integration strategy.
I have grave concerns about the merits of having widely separated BRT and LRT stations (at Bayview) without easy transfer potential.	1	EM-4	Accessibility between stations will be re-evaluated during detailed design.
My concern is the crossing of the Rideau River around the sugar maple and beech tree lots to Woodroffe.	1	R-7	The EA will consider impact on the wood lot.
At the moment I don't see any crossing lights for pedestrians going from the Riverside South Community to the River Station (Across Earl Armstrong). Could we use a tunnel?	1	R-8	These are detailed to be developed in future design work.



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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
On the “Rapid Transit Network” Master Plan ,please connect the Orleans branches (Like Barrhaven) and show potential transfers to Outaouais/ Gatineau systems.	1	R-9	Recommendation will be forwarded to the City.
Present two-way passing points (like at Carleton U.)	1	R-9	Will be considered during staging.
Could a Park&Ride be constructed in Riverside South where eventually a more regular service could pick up passengers and take them to South Keys while waiting for the new transit system to be built?	1	R-10	The LRT and Park&Ride lots will be constructed by 2009. Therefore staging of bus service is not practical.
Have the developers look at Earl Armstrong 4-lanes from River Rd. to Albion instead of from Spratt to Albion (not part of the LRT, but current plans do not make sense).	1	R-14	Recommendation will be forwarded to the City.
Until the city planners are willing to get away from this suburban-style of development, there will be an accessibility issue with the system. Users will need to take a multi-modal path to their destination – it is unlikely that this will happen.	1	R-16	No response.
Walkways, bridges and tunnels will need to be built to link users to the stations. With an 80% ridership and one of the lowest crime rates, Hong Kong is the best example of perfect implementation (and the system is privately owned and profitable).	1	R-16	Pedestrian access will be considered in detailed deign. The EA proposes adequate controlled crossings.
Would like to see the extension of Riverside South shortly after the Leitrim Station, and independent of the section to the Rideau Centre. / Extension to Riverside South soon to avoid further proliferation of two car families in this area.	1	R-19	Staging options will be considered.
Access to Merivale Rd. could be better.	1	WBC-1	Will be considered.

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The proposed yard to be located by the Airport parkway near Lester Rd. could quite possibly be in part of the wildlife corridor, creating less space for the already abundant wildlife. The frequently spotted deer, foxes, wolves and beavers need a place to live!!	1	WBC-2	Will be considered.
Why is there such a concentrated effort being made on the River Rd. side of the River? Bus/train/LRT, a little overkill compared to the Prince of Wales side. A direct bus down Prince of Wales would greatly improve traffic congestion.	1	WBC-4	Recommendation will be forwarded to OC Transpo.
During what year is the break-even point expected to happen?	1	WBC-8	A cost-benefit analysis is currently being carried out by the City.
How much of an investment are we talking about? What is the impact on the taxpayers?	1	WBC-8	The budget of \$700 M has been set.
The traffic routing scheme as proposed from the Bronson escarpment at Grade ~5-8% will not work. One solution could be to use a round-about and eliminate the at grade intersection with the LRT. The roadway curvature is in the order of 50 m and that is comparable to an inner loop ramp and will function safely for a multi-lane turning roadway.	1	WBC-9	<ul style="list-style-type: none"> <li>• The grade of 5% is proposed.</li> <li>• Detailed design may consider changes to the alignment.</li> </ul>
Worried about crime increasing in the Barrhaven area due to increased access from other parts of Ottawa.	1	WBC-10	City will monitor this and increase parking as required.
Please consider a stop at the Queensway Carleton Hospital when developing the E-W line.	1	WBC-12	Recommendation will be forwarded to the team doing the E-W project.
The plan seems to call for a broad-brush change to the basic community as it has evolved. The route “hopes” that the development will come. It’s a little too central-east oriented whereas the real development will occur further out in North Gower, etc. A serious look at this is in order.	1	WBC-14	The development of these areas is part of the Official Plan.

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This method of providing feedback for this proposal provides no way for members of the public to compare notes, nor does it provide any kind of public record of (verbal) answers that we get. I have never received any written reply to any feedback form I have given.	1	EM-1	This is a proven approach to consultation.
I am still convinced that buses provide the greatest flexibility when used in conjunction with an Expanded Transitway. I don't think we can afford the LRT systems, so why not invest in bringing more buses out to Barrhaven and lowering the bus-level downtown between Elgin and Bronson?	1	EM-2	No comment.
Twinning the tunnel under the canal is a concern. Postpone the second tunnel and install a gauntlet track in the current tunnel to facilitate double track operations.	1	EM-2	Will be considered in the staging.
A number of at-grade crossings south of the airport are bound to create headaches due to standing salty water in the winter which may short circuit the crossing protection. Reduce the number of at-grade crossings.	1	EM-2	At grade crossings are proposed to reduce costs and reflect the warrants for grade separation.
Service should go to existing population centers, not speculated population centers. Plus, a high proportion of peak travel is away from the city core, not towards the centre. / The reason why the priority must concentrate on the east-west corridor is because the population density is higher especially in the Kanata area. The # 95 and 97 buses are already overcrowded beyond capacity during rush hours and Highway 417 is beyond its capacity traffic volume during the same rush hour period.	1	EM-3, 12	Early development of the LRT service the planned community is essential to establishing transit as a preferred choice of travel.

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At some urban potential stations, the current plan shows the LRT station well clear of the crossing road. It makes more sense for the station to be located under the crossing road or at least with pedestrian access under the road so that users can access the crossing from either side of the artery.	1	EM-4	Design team will consider details for station locations and integration to road network.
Urban stations needs to be more fully integrated with the long-term land use of the surrounding properties (ie. At Carling where a current field is planned for office and apartment development)	1	EM-4	Will be considered.
The design and construction of such a large transit project is an ideal time to promote pedestrian and cyclist priority linkages, rather than having them as appendages to car-oriented routes. We seem to be letting this opportunity slip through our planning fingers.	1	EM-4	City will consider as a separate study.
There needs to be a N-S connection from Phase I Lebreton Flats across the aqueduct (near the former Lett Street) south to Empress to connect with the pedestrian stairs and upper Empress Street and Chinatown and the St Vincent Hospital, and for the hospital employees to access the Booth Station reasonably directly.	1	EM-4	NCC is considering the development of LeBreton Flats.
I was pleased that all the options shown to date preserve the development potential of the triangle of land that DCR Phoenix is currently willing to develop right away.	1	EM-4	No comment.

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The green circle at the junction of Albert-Slater-Bronson must be more than just a lawn – it is obvious important monument space. Recognize the symbolic or monumental opportunity here and ensure that the road plans do not ruin the potential for a significant urban site, level, of symmetrical proportion, visible from all adjacent roads.	1	EM-4	No comment.
The design of the intersection at Albert-Slater-Bronson should absolutely preclude Bronson from being extended northward to the Portage Bridge. By precluding this potential link, the lands north of the intersection can be developed and not held sterile just in case Bronson is connected to the Portage. / Moving the transitway connection at Albert/Slater to east of Empress is good. The road plans need to be carefully and aggressively reviewed with an eye to preserving developable land. It must not look like a freeway interchange wasteland. / More detail is required to prevent the 6+ lanes of traffic along Albert (from Booth to Empress) from further damaging the existing residential land uses on the south side of Albert. / The Booth/Albert intersection should be designed to minimize or prevent through traffic from Booth north of Albert cutting through the residential area south of Albert.	1	EM-4	This will not be part of the project recommendations.
I favor the long term benefits of grade separating the LRT when building the bridge across the river	1	EM-4	No comment.

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I suggest that other spurs should be considered, eg, LRT at grade on the new road River crossing to the former JDS site, a major employment node. Further, the airport spur should be continued under the runway to the lands west of the airport. Other spurs might extend further south or south east, eventually linking to the main line. These spurs could be single track on road, especially when crossing the Rideau River on the new road bridge.	1	EM-4	No comment.
Residential and commercial zones not yet built up, must include a separate analysis of pedestrian desire lines for access to the future stations, so that direct connection lines are provided via “shortcuts” from crescent to crescent. After all, the crescent and loops of suburban roads are designed to traffic calm motorists, but they frustrate pedestrians by making trips circuitous.	1	EM-4	Will be developed in the community plan.
I am extremely concerned that the light rail N-S plan does not go to either Orleans or Tunney’s Pasture.	1	EM-5	Will be considered as a separate study (E-W)
The impact on the planned cancellations of express bus routes to make room for construction of your light rail means that I would have to take many public transit vehicles to my destination. I refuse to take public transit if I need more than 2 transfers.	1	EM-5	No comment.
I’m not willing to stand on public transit vehicles and it seems to me that gathering up all the passengers in Fallingbrook and delivering them to Place d’Orleans to herd onto route 95 buses almost guarantees standing all the way or waiting for the chance of a seat on a later bus (never guaranteed).	1	EM-5	No comment.



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Stations of both BRT and LRT systems should have connections within easy walking distance. The easy and more direct access to the station stops from one mode of transportation to the other, the more apt that the systems will be used by people.	1	EM-7	Will be considered.
Portland's study was used to illustrate and convince members that the proposed mix use of LRT, Bus, Car transportation corridor is a viable and workable solution for downtown Ottawa. However, Portland is contemplating using a 3 lane approach, whereas, the consultant team is proposing a 4 lane for Ottawa. We are concerned that the Portland model is theoretic and has not yet been proven. Furthermore, what is being proposed for Ottawa is different, wider and busier model. Can we not obtain an example of what is being proposed for Ottawa's downtown, from a project that has been implemented in North America, Europe or Australia? An existing situation would go a long way in convincing residents and merchants along Slater and Albert Street that the proposed model is an excellent solution for Ottawa's downtown.	1	EM-7	Ottawa example is unique, other examples are not comparable.
A difficulty with the proposed model is that cars in the left lane would not be able to turn right for several blocks much further down the street.	1	EM-7	Not change to the existing traffic pattern.
The proposed LRT concept is keeping Slater and Albert Streets as the main bus routes. It is suggested, by the consultant team, that with the implementation of the LRT, bus volumes will potentially be reduced by 25% to 30%, however, no documentation has been provided to support this.	1	EM-7	OC Transpo is working on an operational strategy to achieve this goal.

**Table 1: Summary of Written Comments**

<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Savings to the Transit Services is implied but no documentation is provided to demonstrate where the savings would come from?	1	EM-7	Savings result from reduced operations costs.
Although members of the Public Consultation Group was reassured that all of the comments provided at the Open Houses have been recorded and a report was prepared by the consultants, this information was not shared with the Public Consultation Group. In addition, no minutes of meeting from the last meeting (March 9, 2005) was sent to members prior to the meeting of June 1, 2005.	1	EM-7	Comments were recorded and actions were taken.
Please do not touch bus route 176.	1	EM-9	No comment.
There is a concern related to pedestrian traffic leaving or reaching the Brookfield area by means of a shortcut across the airport parkway rather than along the sidewalk contiguous to the Brookfield exit of the parkway. Barring a future parkway pedestrian overpass, the motivation of short-cut users would no longer exist if either or both of the VIA level crossing and Sawmill Creek bridge were to be displaced or eliminated.	1	EM-11	A pedestrian link is being proposed.
The proposed LRT VIA rail line overpass/Sawmill Creek Bridge with associated approach structures will displace the rail bed eastward from its present location, rendering the recently built O-Train Sawmill Creek Bridge redundant. Why not displace the new overpass structure sufficiently eastward in order to preserve the existing bridge, which could be used as a pedestrian crossing.	1	EM-11	A pedestrian link is being proposed.

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From the north end of the existing O-Train bridge of the area of the Confederation Heights station, the existing rail bed, and/or a narrow corridor west of the converging LRT, could be converted into a pedestrian walkway and bike path.	1	EM-11	A pedestrian link is being considered.
Notwithstanding the Sawmill creek pedestrian/service vehicle bridge's fate, a new pedestrian walkway will be created on the east side of the LRT VIA overpass. Northward from a starting point in the general area of the corner of Brookfield and Junction, it will slope down to underpass the VIA crossing. If so required, the severity of its inclination could be reduced by moving its starting point east in the roadway setback on the south side of Brookfield, taking advantage of the new park area (former OBE property) at the corner of Sawmill private and Brookfield. As the park's final landscaping has not yet been undertaken, the opportunity exists to create a convenient pedestrian access to the Sawmill creek area as well as the LRT station. From Sawmill private the sidewalk could slope down to the west at a rate marginally steeper than that of Brookfield, meeting the lower natural ground elevation on either side of the area leading to the existing level crossing. Elimination of a then superfluous sidewalk on the north side of Brookfield between Junction and Clover would reduce general maintenance requirements e.g. snow removal equipment would not be required to double back and clear the said portion of the north sidewalk.	1	EM-11	A pedestrian link is being proposed.

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The extension of sound barriers along the eastern edge of the newly displaced LRT railway in the area of the corner of Brookfield and Junction would alleviate any concerns over noise or visual pollution resulting from the increased levels of train traffic.	1	EM-12	Will be considered.
Some consideration could also be given to a future extension of a walkway north of the Confederation Heights station, on the west side of and adjacent to the LRT railway. Such would permit direct access to Vincent Massey park by foot or bicycle and, if extended over the Rideau river rail bridge, to the Carleton University campus and other parts north by means of the Rideau canal walkways and bikepaths.	1	EM-11	Will be considered.
The first priority should be to introduce a rush hours commuter LRT service between Kanata and the main VIA Rail Station at Tremblay Road. This can be done by retaining the existing single east-west track with only four limited station stops. The stations should be east of the March Road level rail, Woodroffe Avenue where it connects the existing # 95 route Transitway, beside the existing O-Train Confederation Heights Station and at the main VIA Rail Station. This suggestion will be at least ten times cheaper than the present north-south proposal.	1	EM-12	The City has set the priority for development for the LRT network.
To save money, the city should purchase some used GO Trains from Toronto.	1	EM-12	May be considered as a stage.

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The proposed Light Rail service to operate on existing streets in the downtown area (Slater & Albert Streets) is totally unacceptable. The collision accident rate will drastically increase the hazardous risk. Light Rail service must always separate from regular vehicle traffic.	1	EM-12	City will monitor this.
As I understood it from newsreports the track will be twined to allow the trains to run more frequently. I am curious as to how this will be achieved in the area around Carling Station where there appears to be solid rock on both sides. Will this require blasting?	1	EM-14	Rock area will be widened for the twinning. Construction techniques will be determined by the design team.

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