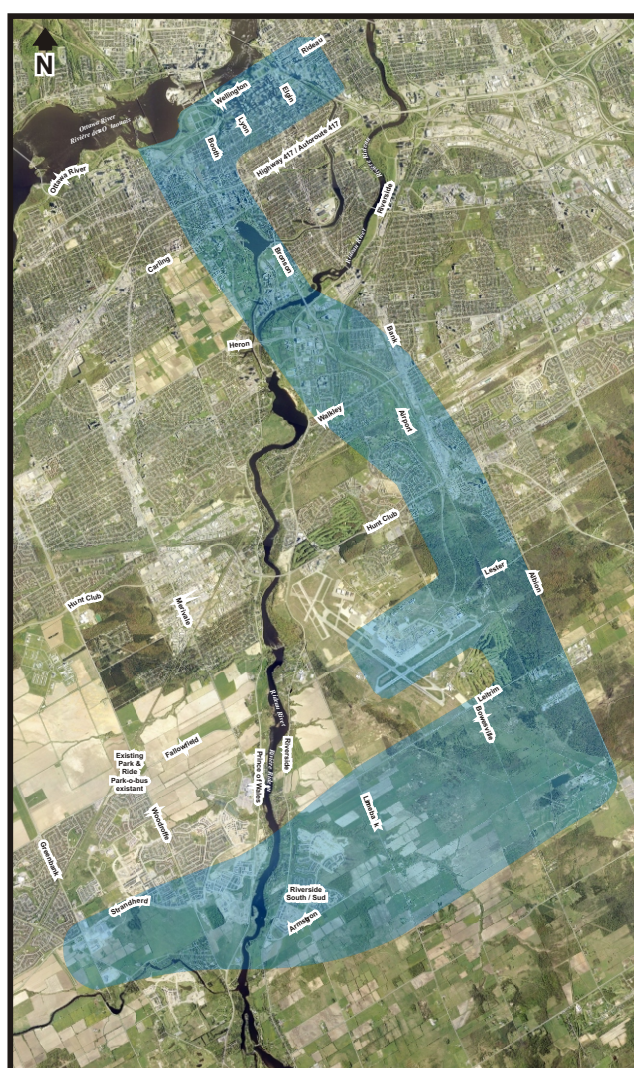


# North-South Corridor Light Rail Transit (LRT) Project Environmental Assessment

Summary Report on Second Public Open House  
October 19, 20 and 21, 2004



December 2004



McCORMICK RANKIN  
CORPORATION



Hatch Mott  
MacDonald

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## 1.0 INTRODUCTION

On October 19, 20 and 21, 2004 the City organized the second set of Open Houses for the North-South LRT Project Environmental Assessment Study. 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, an 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 method.

The Open Houses provided the public with information on panels and on handouts. When the public arrived at each Open House, they were given a comment sheet and a Frequently Asked Questions (FAQ) document. There was no formal presentation at the Open Houses and attendees were asked to complete their comments sheets before leaving or to forward them to the Project Manager by November 4, 2004.

## 2.0 TIME AND LOCATION

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

Tuesday, October 19, 2004	Wednesday, October 20, 2004	Thursday, October 21, 2004
The Rotunda	Walter Baker Sports Centre	Ellwood Room
Ottawa City Hall	(Upper Concourse)	Jim Durrell Sports Centre
110 Laurier Avenue West	100 Malvern Drive	1264 Walkley Road
4:30 p.m. to 9:00 p.m.	4:30 p.m. to 9:00 p.m.	4:30 p.m. to 9:00 p.m.

## 3.0 ATTENDANCE

Signed attendance at each Open House was as follows.

Location	Signed-in attendance
Ottawa City Hall	123
Walter Baker Centre	68
Jim Durrell Centre	70
<b>Total Attendance</b>	<b>261</b>

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

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 by November 4, 2004.

## 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
Rob Hunton	Project Engineer, McCormick Rankin
Daniel Haufschild	Project Engineer, McCormick Rankin (bilingual)
Thomas Budd	Manager Infrastructure, Hatch Mott MacDonald

Howard Williamson  
Claire McQuinn

Williamson Consulting Inc.  
Williamson Consulting Inc.

Other attendees included:

Diane Holmes	Councillor Somerset Ward
Jan Harder	Councillor Bell-South Nepean
Maria McRae	Councillor River Ward
Vivi Chi	Manager Transportation Infrastructure, City of Ottawa
Helen Gault	Manager, OC Transpo

## **5.0 METHODS OF ADVERTISING**

The Open Houses were advertised on October 8 and October 15 in the Ottawa Citizen, the Ottawa Sun and Le Droit. In addition, the City of Ottawa distributed a media release on October 18 resulting in additional media coverage in the Ottawa Citizen on October 19.

## **6.0 MATERIAL AVAILABLE FOR PUBLIC REVIEW**

- Introduction and Background
- Study Process
- EA Consultation Plan
- Terms of Reference Approval
- Schedule
- Existing Conditions (Natural Features, Geotechnical Features, Transportation Infrastructure, Land Use, Built Heritage and Archaeological Sites, parade & event Routes)
- Proposed Development
- Growth Issues/Problem Statement
- Purpose of the Undertaking
- “Alternative Solutions” to the Problem
- Rapid Transit Technologies
- LRT/BRT Relative Comparisons (forecast ridership, comparing with other North American Systems, cost comparison)
- Guiding Principles for Development of Corridors
- Development of Alternative Corridors
- Evaluation Method and Criteria
- Evaluation Procedure
- What’s Next

## **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 by November 4, 2004.

The number of comments received is listed below:

Location	Completed Comment Sheets
Ottawa City Hall	51
Walter Baker Centre	16
Jim Durrell Centre	24
By email, fax and regular mail	6
<b>Total Comment Sheets Received</b>	<b>97</b>

The specific comments are summarized on Table 1 and the comment sheets received are included in Appendix A. 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 "A". The letters refer to the location where the comment was received:

LC = Ottawa City Hall

WBC = Walter Baker Centre

JDC = Jim Durrell Centre

PMC = Post meeting correspondence (mail, fax, email)

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
<b>Information Presented</b>			
Good Presentation./ Information presented in a clear and comprehensive manner./ informative, interesting, useful./ thorough, valuable./ encouraging./ clearly laid out and relatively easy to understand./ excellent./ detailed	36	LC2,9,11,12, 14,19,27,31, 32,35,41,44, 48,49,51, WBC2,4,6,10, 14,16, JDC1, 2,3,4,5,12,15,1 7,18,21,14, PMC2,5,10,14, 16	No response required.
Having staff available to answer questions was helpful./ very helpful staff./ people working there were very informative and approachable./ should have had someone in each area to answer questions.	7	WBC14,15, JDC2,4,15, PMC5, LC9	Will be considered for future public open houses.
Information is highly visual which helps make intricate information more clear to the lay person	1	WBC6	No response required.
Geo technical maps require more detail.	1	LC29	The geotechnical specialist will update mapping to include fault line.
Excellent use of graphics	1	JDC17	No response required.
Like the profile views	1	LC24	No response required.
Too much text and charts. Too much information on process.	2	LC24,38	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>
The sequence of displays was logical. While the aerial photographs were somewhat dated (two years old?). More recent photographs would not have had a material impact on the presentation./ Arial photo had too few labels.	2	PMC1 LC40	The most recent mapping available was used. Updated mapping will be used in the future when available.
Presentation was good; do not use same picture for BRT and LRT next time, simply have one set of pictures with translation	1	LC12	No response required.
Panels would be helped by explanatory signage./ bilingualism is fine but consolidate panels, do not need two pictures of same thing./ Panels do not explain the concept of medium-term use of diesel trains on single track as a cost-effective way of expanding service in the near future	3	LC42 JDC16 LC4	Staging and medium-term use of diesel will be addressed at the next POH in March 2005.
There are eight grammatical errors in the French boards	1	LC48	This will be brought to the attention of the translator.
Wanted to see more data on the demand side; based on Toronto experience the North/South corridor will work well.	1	LC43	The task report "Needs and Justification" available at the POH included demand forecasts.
With Calgary's ridership of 132,000/day, Ottawa's numbers appear too conservative / need to ensure ridership volumes are accurate for development of station locations and corridor.	2	LC6,PMC16	The ridership numbers used for Ottawa are based on the ongoing IBI ridership study. The next phase will review ridership numbers into the Barrhaven Town Centre.
Comparisons to Dallas are dangerous; I lived there and people in the suburbs would not consider taking transit	1	LC43	No response required.
Very good to see route and proposed stations and technologies	1	WBC13	No response required.
Relieved to see the detailed charts of the requirements for Environmental Assessment	1	WBC15	No response required.
Information was helpful in explaining the concept of the N/S corridor	1	WBC6	No response required.
Interesting but some parts are less accessible to non-experts (ie: what is a transit modal split?)/ Sometimes jargon confuses an issue	2	LC37, JDC9	Definitions will be included at the next POH.

**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>
Good start at providing an overview	1	JDC14	No response required.
Need more information on various combination of LRT vehicles to show impact on passengers vs. bus capacity	1	LC38	The vehicles presented were only a sampling of the vehicles available.
Providing information on plans to intensity land use would be useful especially efforts to promote parking management	1	LC14	City of Ottawa land use planners are working on the development plans for South Nepean and Riverside South that include intensified land use at station locations.
Would have liked to get copies of plans shown tonight	1	JDC4	Plans will be available on the City of Ottawa website.
Statement of the problem is incomplete. It is based on the assumption that all future growth will make use of transportation system in a format linear to the existing model and ignores possible impact of technologies that could decrease the percentage of people who need to commute to work, school, or during peak periods	1	WBC11	The work is based on the TMP which has incorporated assumptions of work at home and technology impact on trip generation.
Study is a mess. Garbage.	1	LC3	No response required.
Some things were missing such as: representative from OC Transpo with short and long term plans; where/how propose to expand corridor roads; how strategy integrates with overall parking downtown; plans of Gatineau STO Authority	1	LC25	The Manager of OC Transpo and the Manager of Infrastructure Services were available at all three Public Open Houses. City representatives for multiple disciplines are included in the Agency Consultation Group (ACG) and they contribute to the development and evaluation of alternatives.
Would like to see more information at the next open house	1	JDC11	No response required.
Not terribly useful evolution since previous open houses	1	JDC24	No response required.
Fine, except it is the wrong approach	1	JDC6	No response required.
Very good outline except for the downtown link that will be a can of worms.	1	LC8	The downtown section will be a challenge; alternatives are being furthered refined and evaluated following the POH.
Had no idea how many environmental and special factors had to be considered	1	LC51	Factors and criteria have been based on previous experience and public input.
Consider using the Rideauview Community Center for future open houses.	1	PMC9	The locations for public meetings are selected on availability and central location for a large number of communities. This will be considered for future meetings.

**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>
Possibly a formal presentation	1	WBC14	Will be considered for future POHs.
<b>Alternatives to Undertaking</b>			
The study should recognize the many transportation studies that conclude travel demand is highly elastic, therefore can never satisfy the demand	1	LC47	Future demand is based on widely accepted planning principles and tools. The TMP has forecast future travel demand from increased development and growth, however, transit travel is forecasted to grow at a faster rate, thereby reducing the share of trips by private automobile.
If the volume/capacity predicted is 1.05 that is close enough, we can manage with that capacity, it is more affordable and better for our roads	1	LC47	The 1.05 ratio across the CNR screenline (for the transit only alternative) is based on practical roadway capacities and the associated congestion may be acceptable from some viewpoints. However, for the same alternative, at the Leitrim screenline, the roadway system fails (v/c ratio of 1.42).
Reasonable thought is required; sensible planning is required	1	LC3	No response required.
Not enough information about the difference between the transit-only option and the transit plus roadway option	1	LC42	The panel attempts to explain that transit only may not fully address the ultimate demand and that transit together with some road improvements will. Within the ultimate solution transit is the priority.
The conclusion in Option is not reflective of the possible solutions that could rectify expanding rapid transit in close proximity to study area; the conclusion is flawed	1	LC5	The identification of reasonable alternatives to the undertaking includes a wide range of approaches, representing a full spectrum of approaches to address the problem and build on a number of recent planning efforts such as the Transportation Master Plan, Ottawa Rapid Transit Expansion Plan and the Alta Vista Corridor Study.
Sawmill Creek has many overlapping points within the study area not identified as environmentally sensitive; they should be incorporated into the findings and a plan addressed	1	LC5	Sawmill Creek impacts will be considered and protected as the transit concept is developed.
Costing of alternative is not clear – fuel prices will go up	1	LC28	Fluctuation in fuel costs were considered in the analysis.
Recommended proposal looks good./ Generally satisfied with the plan as presented.	3	LC31, JDC13, PMC9	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>
Looks to be an excellent, comprehensive analysis of alternatives	1	PMC4	No response required.
Why was the alternative of both transit inside and outside the corridor not considered?	1	LC34	The combination of expansion of arterial road network and rapid transit alternative represents a mix of rapid transit inside and outside the corridor and incorporates all rapid transit elements outside the corridor as contained in the City's TMP.
Electrify in stages; airport could be electrified first	1	JDC23	No response required.
Also look at a phased conversion of the Transitway to LRT	1	JDC23	Staging is being considered in the study.
If you want people to take the bus, they have to be able to get to it conveniently (wheelchair, stroller, etc.). Therefore, streets must have sidewalks, sidewalks must be cleared, etc.	3	LC46,PMC15, 16	Accessibility both in technology and design will be considered in the development of the preferred concept and during the design stage.
People won't stop taking cars unless transit is more convenient	2	JDC16 PMC8	No response required.
Plan a medical emergency clinic at major bus stations (like Baseline) or within 5 minute walk with walker-covered access; people will feel less like they need a car	1	LC18	Development at station areas will be encouraged.
Make it inconvenient for cars. Adopt London or Tokyo model if you want to drive downtown	1	WBC7	This policy recommendation is outside the scope of this study.
Alternative that studies telecommuting through high speed Internet access would reduce commuting	1	WBC11	The TMP includes they type of trip reduction assumption.
To encourage people to use it, it will have to be fast. Barrhaven is already served by buses; the train has to offer something different. There seems to be too many stops. It should be run like a subway, with buses feeding it, and free parking for commuters	1	PMC5	The Barrhaven connection provides transit alternatives to the residents. Although this option may not be the fastest downtown alternative for Barrhaven residents it provides access to other locations along the route including Riverside South, the airport and Carlton University.
Because of the number of stations along the corridor, travel time from Barrhaven to Rideau Centre will be too long (estimate 45-50 minutes)	1	LC49	Each station will be examined to determine its benefits and appropriate stage for construction. Although stations reduce the overall speed they provide access for the riders – this balance will be considered

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
LRT on city streets may decrease pollution but will be underutilized	1	JDC16	No response required.
Choice of route in downtown is important; it should add to the core's vitality	1	LC25	Benefits of the different routes will be considered during the evaluation.
Do not mix LRT and buses downtown; dedicate a street	2	WBC7, PMC8	The study will consider the benefits of exclusive lanes for BRT and LRT as part of the evaluation of alternatives.
Promoting light rail on street level sharing with traffic through downtown is totally unacceptable. Time consuming on street level by sharing use of traffic lights will not improve. It will be too dangerous from risking careless motorists colliding into a light rail passenger car and will hold up the entire light rail service system for hours.	1	PMC2	LRT at street on exclusive lanes with adjacent traffic lanes is not uncommon in North America. Safety is an important part of the development of the concept. At this time fully grade separated subway or elevated systems are considered too expensive.
Reduce the number of buses going through the downtown like the 84, 87, 81, 88, 90 and 97; use shuttles to take people downtown./ Would it be possible to use LRT as a downtown shuttle?	2	JDC1, LC47	The City is considering the scheduling and routing of buses through the downtown in order to improve service.
Recommend showing the bus lanes on Albert/Slater with LRT but removing all peak hour buses such as 85, 86, 95, 96, 97 and only have regular buses go downtown, that way the lane could be shared and peak hour passengers could transfer at Lebreton and Hurdman	1	LC47	The City will be advised of this suggestion and consider the benefits of it during this study.
When considering downtown routes, keep in mind 24 hour destinations not just 9-5 white collar (ie: students, night life)	1	LC23	The City will consider all users when defining the operational strategy for LRT.
Not convinced that we need rail downtown, with increased rail service the number buses and routes could be reassessed	1	LC36	No response required.
O-train is short term, long term we should be looking at a downtown tunnel	2	JDC6,PMC17	At present a tunnel is considered to be outside the budget established but will remain as a potential alternative solution.
Changes in OC operations could relieve the overcrowding in the downtown	1	LC13	The City is carrying out a study that will address the routing of buses through the downtown in order to improve level of service.

**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>
Should indicate which road EAs have already been completed.	1	PMC9	This information will be available in the future.
Does the final solution of building an LRT and adding 8 road lanes constitute the final option?	1	LC22	The final solution for this EA is to construct the LRT. Any road widenings (4 lanes, not 8) in the south end of the study corridor will be subject separate EAs.
Does the construction of 8 lanes take funding away from the N/S LRT component?	1	LC22	(Possible 4 lanes, not 8)Funding of the NS LRT is separate from any future road studies
Appears the road widening along the corridor has been selected without any environmental assessment of impact of health costs from vehicle emissions	2	LC40, PMC7	Road widening and transit improvements have been selected as a balanced solution that reflects the requirements of the TMP. This study will address transit as the priority. Any future road widening will require a separate Class EA to be carried out which will examine the impacts of that project.
The EA is violating it's own Terms of Reference by recommending several new lanes of roads traffic when increased rapid transit capacity in corridor would meet demand./concerned about road widenings required to accommodate demand, transit should be priority	2	LC4,PMC11	The EA is recommending that transit be established as a priority. It recognizes potential road widenings are required as recommended in the TMP, those road widenings will be carried out under separate projects.
We need roads not LRT, open up the downtown core, start 8 laning north-south arterial roads including interprovincial bridges and build ring roads.	1	PMC12	The EA is recommending that transit be established as a priority. It recognizes potential road widenings are required as recommended in the TMP, those road widenings will be carried out under separate projects.
Since the PAC confirmed that LRT technology alone would satisfy all the growth projectionist is a disservice to recommend 8 more lanes of roads and light rail / Option #4 is the preferred option; do not expand roads or people will use them; make transit the preferred option / Building more roads will not stop congestion / Support the plan of "only expand Rapid Transit Services with the study corridor" (ie: no road expansion)./ Prefer transit only solution for corridor.	5	LC34,36,39,47 JDC 23	The PAC agreement that transit is a priority is important in formulating the recommendation that the LRT be carried forward as the priority. This study will not address and not preclude future road widenings as recommended in the TMP.

**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>
Agree that road widenings are required in addition to transit but hopefully not by putting additional traffic through existing communities.	1	PMC12	Separate environmental assessments will be done for the road widenings. Transit has been identified as the priority.
Lets get a realistic affordable expansion of rail rapid transit now rather than wait for the ultimate rail infrastructure and widen roads in the meantime	1	LC4	The EA will consider the potential for staging the LRT.
Expand transit outside corridor board – why are transit numbers so low at Lietrim screenline?	1	LC34	Rapid transit outside the corridor would not directly serve the town centers, would cause out of direction travel, would require transfers and longer travel times as compared with a facility located within the corridor. The comparatives of transit travel times compared to vehicular trips is reduced and as a result transit ridership will be lower than with other alternatives
I support a transit rail solution / Glad to see LRT is the preferred alternative	2	LC2, JDC21	No response required.
Too bad we can't coordinate use of old rails with the railroads (CPR, CNR and others)	1	JDC5	The EA is proposing the use of the existing NS rail corridor for the alignment of the LRT. The VIA corridor will not provide service to the Riverside South or Leirtrim communities this, it is not being considered for this corridor.

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Would like a fast alternative to get from my home in Manotick to work in Kanata. With current bus alternatives, the 42 km trip can be made only once per day and would take over 2 hours. I would be delighted to have more frequent, faster alternatives, e.g. light rail park 'n ride north of Manotick on a south LRT line, making a transfer to an east-west LRT line, making it a 45 minute trip with hourly service. That would compete well enough with my current 30 minute commute to make a switch, although the cost and duration of car commuting is constantly increasing. I would be very happy to save on the expenses of having a 2 <sup>nd</sup> car just for commuting purposes, and make a contribution to reducing the polluting emissions of my single-passenger daily commute	1	PMC4	The City has now initiated an EA for the east/west LRT which may address this problem.
Numerous LRT systems in the US that use single track (ie: Sacramento and Portland)	1	JDC21	Single track as part of the staging will be considered. The ultimate 3 minute frequency cannot be achieved on a single track.
Overall assessment board – recommended alternative services cyclists and pedestrians more than transit option – never, not a real world option / A panel says “road widening will benefit bicyclists and pedestrians – get real!	2	LC4,34	Road widening in the study area are assumed to include enhanced pedestrian and cycling facilities. While it is true that increased vehicular volumes and pavement width can detract from the cycling and pedestrian environment, it is also true that the provision of bicycle lanes, sidewalks and signals for crossing will benefit pedestrian and cyclists.

**Table 1: Summary of Written Comments**

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Leave the O-Train as it is. Do not propose on any major changes until the next 15-20 years. The O-Train should stay on conventional railway tracks only and is very comfortable to commute. The only additional extension may require within 20 years could travel as far south as the airport and to link with STO bus routes in Gatineau (Hull sector) just north of the presently non-used Prince of Wales Bridge. Again, the most important plan is never allow any light rail vehicles to share traffic with road vehicles. They do not mix and too dangerous since Ottawa and Gatineau are known for so many careless arrogant drivers	1	PMC2	<p>Staging of the O-Train expansion will consider links to the south and to the airport.</p> <p>The scope of this study does not include extensions to Gatineau, but will not preclude it.</p> <p>LRT on shared roadways is not uncommon in North America. Safety Issues will be considered in the development of the at-grade LRT concept.</p>
As a 30 year resident of Barrhaven, I am an enthusiastic supporter of this O-Train expansion. I reluctantly agree that the proposed road widening in my area is also inevitable, however, having a clear alternative like the o Train is fantastic. The Current Park and Ride is at capacity or over, so lets hope the O Train is embraced by most residents	1	WBC15	No response required.
Freight should not be banned; it is feasible to move freight at night without going to triple track	1	LC4	Existing freight operations between Walkley and the NRC will be protected. Currently there are no freight operations north of Walkley.
Support transit-only approach with bicycle access to the suburban stations	1	LC28	No response required.
Before you expand, put a shelter at every stop in the city	1	JDC12	The City will be advised of the issue.
Also look at phased conversion of the Transitway to LRT	1	JDC23	This is outside the scope of this study.
Also favour the Carp/Orleans project	1	JDC23	No response required.
No expansion or twinning of Airport Parkway or Limebank or Riverside Drive South or Albion should be allowed until 2 years after O-train has been expanded	1	JDC24	The City has established the expansion of the O Train as the priority transportation project.

**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>
The north-south line must be the priority. Because the current east-west proposal does not go downtown, it does not address target needs. An Orléans-Kanata line would be useful only if it were to go through the downtown core. Furthermore, the fastest-growing community in Ottawa that could be served by the north-south line is Barrhaven. Therefore, if the vision truly is of the future, serving this area is only logical. As a result, the extension of this line west, via the to-be-constructed bridge over the Rideau River, also is crucial to its success.	1	PMC1	North-South corridor is currently a City priority.
Beware the political move to redirect funds to the current, ineffectual east-west proposal, which would be easier and cheaper. It would be seen as “doing something now” and would give the appearance of addressing the problem. Unfortunately, as stated above, this line is useless for purposes of converting commuters to public transit to alleviate traffic congestion. It would serve only to divert attention (and more significantly, funding) from the more practical north-south proposal	1	PMC1	No response required.
The sooner it expands to Strandherd the more it will help the city. We can't leave our autos at home if the O Train isn't there	1	WBC10	This project is a priority to the City and is being fast-tracked.
If further expansion is undertaken it should be based on the present bus system with roadway extensions as necessary	1	JDC20	The downtown bus network is saturated, therefore LRT is being recommended for its higher capacity vehicles.
Transfers are the big problem. The only way to beat this is by a well coordinated bus service with an expanded Transitway	1	JDC22	The City will develop a network operation strategy to minimize transfers and waiting times.
<b>Other Users</b>			

**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>
Eliminating non-transit traffic at cross streets in the downtown would speed up transit	1	LC26	No response required.
Consider options that allow pedestrians to cross at mid block	1	WBC12	Pedestrian crossings at safe/controlled locations will be considered.
The study has not considered the serious danger of light rail tracks to cyclists documented in Toronto./ Rail should not be introduced on any shared roads because of the dangers to cyclists./ Corridors must include room for cycling in wide shared lane 4.5 meter road (must not be in parked car door zone)	2	LC47, WBC12	On road cycling facilities will be considered on routes that are on designated routes. Cycle Advisory members are included in the Agency Consultation Group.
Bicycle facilities should be considered/need to make cycling facilities safe and comfortable.	3	LC26,PMC9, 10	Cycling facilities will be considered for designated routes.
<b>Alternatives (alignment)</b>			
Scope of the study is too large, what is the real need for the Trim Rd. line at the Barrhaven Zone?	1	LC48	No response required.
Alignment is not intuitive (not a straight line between two points )	1	LC49	No response required.
No taxpayers support proposed route	1	LC3	No response required.
Very supportive of the plan; especially the idea of connecting emerging outer suburbs to the airport and downtown	1	LC43	No response required.
Project should be integrated with new non-stop bus services between the core, Kanata and Orleans either construct a downtown terminal for non-stop buses and have the LRT run on that road or have non-stop terminate at Bayview and Hurdman and have the LRT connect the two	1	LC25	The City is undertaking a study to improve bus operations in the downtown. Alternative operational plans will be considered by the City.
Need free shuttle in the core	1	LC13	The City will consider operating and fare strategies.
Need to consider "east-west" loop from Barrhaven to Kanata and extending around Orleans from South of the Airport. Added access would encourage development in those areas	1	WBC9	RTES includes an east-west rail link. The City has initiated the EA for that link to be carried out.
City should be considering a longer southern e/w extension. Southern route using line through Barrhaven should extend to Kanata and Orleans	1	WBC2	The east-west LRT EA will consider this connection.



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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
Why not build an elevated system like Chicago or bury the train like a subway?/ Do not run LRT on city streets, the wear on wheels and brakes is too high. Also dealing with car collisions would slow down the rail / Would have liked to see more information on downtown extension, especially concerning below-grade or above-grade options for rail extension. / Put LRT downtown in a tunnel./ Alignment should be grade separated at least outside the downtown core.	6	LC2,9,49 WBC8,16, PMC8	LRT at street level with mixed traffic is not uncommon in North America. Safety is an important part of the development of the concept. At this time alternative subway or elevated systems are considered too expensive.
Proposed routes appear to go through low-density areas and avoid high-density areas/route will be more successful through high density areas.	2	LC26, PMC8	Routes in Riverside South and Nepean South have been developed as part of new land use plans that consider transit and development density.
Should not put LRT over the Rideau at all	1	LC30	RTES included this link which will complete the overall bus and rail network plan.
Why have rail lines go south of the downtown?	1	JDC1	The southerly extension will provide transit service to the Barrhaven, Riverside South and other adjacent communities.
Rail should proceed down the centre of the roads in traffic areas	1	JDC13	This alternative will be considered.
I'd like to see the train bridge coupled with a vehicle bridge. The Hunt Club Bridge is a real bottle neck and not just during rush hour	1	PMC5	Staging options will be considered that may include this option.
Consider operating separate directions on separate tracks	1	WBC12	No response required.
Stage the project by staging it downtown – run the rail only to the business core and later put in a tunnel	1	LC50	A tunnel as the long range ultimate solution will not be precluded by the recommendation of this study.
Should also look at how Carling and Montreal road systems might be continued through the downtown	1	LC2	RTES has recommended transit routes on both Carling and Montreal Roads.
Include the extension of light rail services for Bayview across Lebreton Flats to the downtown core	1	LC34	This has been presented within the alternatives.
Why are the LRT tracks on Rideau running in the centre lane?	1	LC38	This is one alternative being considered. A curb option would have a shared sidewalk and platform and reduce the overall property requirement.

**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>
The panels do not make it clear whether a route has been picked in the downtown	1	LC13	The route has not been selected at this time.
While the LRT does not necessarily need to run through the downtown, there must be easy access to the last mile; trolley trains downtown and along Carling / Stop buses at Bayview and somewhere east, LRT only downtown / Have a downtown loop for the electric	2	LC24, WBC7	All reasonable alternatives will be considered
Wellington route – too much aesthetic and ceremonial disruption unless STO is on same tracks. Insufficient space for stations.	2	LC25, PMC8	This will be considered in the analysis and evaluation of the alternatives.
Use Wellington./ Wellington second choice for train	2	LC30, WBC7	No response required.
Sparks Street option is the best since cars will not compete; it would also liven up the street./ Agree with plan, it should be on Sparks St./ Sparks route – ideal for vitality may need to go underground at Elgin./ Use Sparks St. option for the transit downtown	4	LC45, LC44, LC25, JDC4	No response required.
Do not use Sparks Street./ strongly discourage Sparks Street option; would have a negative impact on pedestrian intent and flavour of Sparks./ Do not want LRT on Sparks Street, it will undoubtedly destroy its character/insufficient space for transit stations.	4	LC23, LC19, JDC15, PMC8	No response required.
Albert/Slater route – two one-way tracks or one road dedicated to LRT and other road two-way./ If express buses go downtown use different route than LRT (Slater or Albert o.k.)/best rout except for buses/centrally located/not enough room for both trains and buses.	3	LC25, WBC7,PMC8	No response required.
Queen/Laurier – would have to end parking; would have to go underground at Elgin/close to employment areas/insufficient room for transit stations.	2	LC25,PMC8	No response required.
Favour the Queen Street route	1	LC19	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>
I suggest that the line follow Laurier Street. Would have less impact on commuters (including those from Quebec side) and merchants during construction. Would also provide easier connection with the e/s Transitway and would avoid the cenotaph / Like Laurier Option/loading would be done from the sidewalk/would disrupt vehicle traffic.	3	WBC7, PMC1,PMC8	No response required.
While direct connection with Rideau Centre is not crucial, it still could be accomplished via the parking level below Mackenzie King Bridge. Wellington, second choice. The main challenges to this option are the narrowness of the street at the Rideau terminus and the resulting impact on commuters, most notably those from the Quebec side	1	PMC1	No response required.
Need to integrate transit within the downtown – rail and bus. Use rail through the core with developed comfortable stations at Bayview and Hurdman.	1	PMC8	Transit modes will be integrated. All reasonable options will be considered
Frequent O Train user who works at Tunney's Pasture, major hub – would be helpful if the TMP could include extending the Greenboro-Bayview line to Tunney's	1	JDC19	This is outside the scope of this EA study.
A lot of people northbound who head west from Bayview and southbound people coming from Tunney's Pasture. Bayview station should be redesigned to have its northbound/downtown oriented stop across from the eastbound Transitway stop. This will make transfers easy	1	LC20	This will be considered during the examination of station locations.
Use the existing track from Barrhaven to downtown (shortest route), otherwise use express buses and forget the rail lines.	1	WBC16	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>
As for the east-west downtown corridor, instead of using dangerous street level light rail service. The rail route go underground between the former Union Station and the rarely used underground exit ramp from the National Arts Centre parking garage onto Albert Street west of Elgin. Then the rail route could be elevated above Albert Street between west of Elgin Street and Lebreton Flats. The east-west downtown corridor route should continue to expand westward by replacing the over-capacity used Transitway route along Scott Street to Baseline Station instead of connecting onto the existing O-Train route. This separated light rail route could use the existing eastbound lanes of the Ottawa River Parkway between Dominion Station and Baseline Road Station. Then the Parkway could be used as a two-way parkway (similar to the two Driveways along the Canal) between Westboro Beach and Carling Avenue. It will be ridiculous to include two transit routes beside together through the south end of the new Lebreton Flats development.	1	PMC2	All reasonable options will be considered. Underground or elevated transit systems are much more expensive than those at ground level.
BRT from Fallowfield should be extended to connect with LRT	1	LC49	The City has initiated a study to extend the BRT from Fallowfield P&R to the Nepean South Town Centre.
Barrhaven does not want the traffic or the building expansion, and voted against Liberal financial support	1	LC3	No response required.
Rail solution for Barrhaven makes sense, but is it sustainable?/ Why not use bus link between Barrhaven and North/South Corridor until demand proves itself?/ In other words, how do we know that people from Kanata and farther out will take transit?	1	LC37	Staging alternatives will be considered during this project.

**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>
Already a rail line to Barrhaven, why propose and expensive bridge across the Rideau River?/ In the short term, do not consider crossing the Rideau River from Barrhaven to Riverside South	2	LC15, WBC16	The existing VIA track through Barrhaven will not service the Riverside South or Leitrim developments.
Why not a third line from Confederation Heights to Barrhaven?	1	JDC23	RTES examined this and the VIA line link was not included in the conclusions.
Everyone can see the need, connect Kanata to Orleans and Kanata to Gatineau./ Kanata and Orleans want direct routes downtown / Strongly recommend extension to Kanata/Stittsville E/W Corridor. Strongly recommend study on E/W corridor to Kanata	3	LC35, LC3, WBC12	The east-west LRT EA will examine these options.
Why is there no train going to Gatineau?/ Extend to Gatineau./ Why not include Gatineau? / Have a Gatineau/ Ottawa downtown loop	7	LC2,16,17,30, 32,36, JDC1, WBC7	The connection to Gatineau is outside the scope of this project however, it will not be precluded by this study's recommendations. The loop is being carried out under a separate study being conducted by the NCC and the Cities of Ottawa and Gatineau.
Instead of spur to the airport, the spur should go to Delzoto and the mainline should run thru to airport under the runway and then cut sharply south to the new Riverside community before heading west	1	LC50	This alternative is included in those developed for the study.
Airport needs a direct route – not to change trains	1	LC3	This will be considered in the development of alternatives.
Do not build a road on the Alta Vista transit corridor, it will make me an activist	1	LC17	This alternative is not recommended as part of this project.
Stittsville has no proposed service	1	LC3	This will be examined during the east-west LRT EA study.
Interested in rapid phased introduction of service south to Leitrim and north to Hull; begin service A.S.A.P. using existing technologies	1	LC33	Staging options will be considered south to Leitrim. Link to Gatineau is not within the scope of this project.
From Airport to centre town put the rail underground	1	WBC8	This option is considered to be outside the budget established for the project.

**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>
Options should consider line going through and under the airport and runways towards Barrhaven instead of going so far south. Shorter solution with higher traffic density	1	JDC24	This alternative will not service Leitrim or Riverside South Communities.
The Riverside Park Community and Recreation Association supports the continuation of the O Train stop at Confederation as part of the North-South Corridor LRT Project. In addition we would like to see a LRT stop at Walkley./should be a stop within urban core too not just suburbs, place a station at Walkley.	2	PMC3,11	The Walkley station was approved during the Pilot Project EA and is recommended in this study as part of the extension of the O Train.
Why does the study exclude the Rideau Carleton Raceway and the proposed site of the Central Canada Exhibition?	1	LC38	Service to the Rideau Carleton Raceway and the Central Canada Exhibition can be provided by shuttle service.
Happy that rail has been chosen and glad the City owns the old rail corridor and that it could be used for expansion to Kanata	1	JDC5	The City has initiated the EA for the east-west LRT. This will examine the expansion of service to Kanata.
The extension of O-train service on existing tracks should be given a distinct element of the EA and given a higher priority as required in the statement of work	1	LC34	Staging of the O Train expansion will be considered as part of the EA.
You are required to consider all alternatives, so why not consider the existing Via Rail line instead of proposed Southern Route.	1	LC38	The existing VIA line bypasses service to the Leitrim and Riverside South Communities thus was not carried forward as the recommended corridor during the RTES study.
Could the O-train be extended to Leitrim using the existing rail line? In other words, what prevents expansion without further investment	1	LC13	Staging alternatives will be considered. The existing rail line will need to be upgraded before service can be provided.
Use of existing corridor makes a lot of sense, will encourage people to take transit to the airport and downtown	1	WBC2	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>
Has anyone considered or even brought up the issues surrounding the use of the old rail right of way that runs west from Bells Corners, through Kanata and Stittsville, out to Carleton Place and beyond (now used as part of the Trans Canada Trail and recreationally )?	1	WBC4	The east-west LRT EA may examine this option.
Extension of the existing rail to the airport first and then further south to Leitrim and Riverside South	1	WBC16	Staging options will be considered during this study.
Use the rail bridge over Robertson Road; Let's keep it maintained	1	JDC5	Not within the scope of this project.
Glad the Prince of Wales Bridge is considered for a future route to Quebec	1	JDC5	No response required.
Like to see the industrial corridor used for LRT	1	JDC5	No response required.
Return the former Union Station (Conference Centre) into a major light rail station by returning Colonel By Drive into a basic two-track route between the Union Station and Transitway overpass at Mann Avenue by linking the rail route to the existing Tremblay Road VIA Station	1	PMC2	This option will not address the N-S travel demand.
There is an issue of personal safety at the present Confederation stop; it is relatively isolated. Safety, of course, should be addressed at all the existing and proposed stops for the LRT	1	PMC3	Passenger safety will be considered during the design of the stations.
Rider comfort is important to encourage ridership. Boarding from an open sidewalk in the winter is not an improvement to the current bus service. Links to destinations should be provided.	1	PMC8	Station amenities will be considered in the final design of the preferred LRT
Three tracks for (one restricted for freight trains) between the OCR and the NRC makes for a very incomplete decision	1	LC48	No response required.
Look at new alignments through airport to Fallowfield	1	LC49	A number of alternatives have already been considered as part of this study and ones prior to it.

**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>
North south link over the Prince of Wales bridge is a key feature not addressed in this plan; its provision could enable a lot of neighbourhood lifestyle enhancements by closing Booth to thru traffic south of Albert	1	LC50	LRT over the Prince of Wales Bridge is not within the scope of this project.
Inter-provincial link is more important than downtown link and should be implemented early as should the airport link, Leitrim, and Riverside South	1	LC47	This is not within the scope of this project.
May have to have a stage that transfers riders at LeBreton until complete system implemented and until information available for interprovincial link.	1	PMC12	Staging is being reviewed as part of this project.
<b>Technology</b>			
Electric Technology will be slower to implement and more expensive than the present O-train, why not just extend the O-train first?	1	LC47	Staging of the technology will be considered during the EA.
Support LRT over BRT./ Rail is better than more buses./ Strongly recommend use of rail over bus./ The train is better choice of vehicle. Trains are expandable at lower cost (cars can be added, still only require one driver). In addition, If constructed track is cheaper to maintain than road.	3	WBC12,13, PMC1	No response required.
Support expansion of transitway over new adjacent LRT system.	1	PMC13	No response required.
Many cities in the US use subway/LRT to travel to the airport – it works.	1	LC47	No response required.
No magnetic train proposed (ie: mono rail at Disney World not evaluated)	1	LC3	At grade LRT is being proposed, Elevated magnetic trains are considered to be too expensive for this type of service.
Use aerodynamic ‘nice looking’ trains like O Train, not box ones	1	WBC7	No response required.
Use major transfer points such as Bayview to an electric downtown loop.	1	WBC7	All reasonable options will be considered
Have a shuttle from the train to the airport	1	WBC7	This is being considered as part of the alternatives.
Small market areas adapt better to small vehicle use	1	JDC22	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>
Review the need to double and electrify the whole link; with signaling and diesel locomotives much the same can be accomplished more quickly and for much less cost	1	JDC14	This is being considered as part of the alternatives.
Support electric over diesel./ Preferable because more congruous with Canada's commitment to lowering fuel emissions.	2	LC -10, 31 JDC23 WBC8	No response required.
The only pro for LRT is the current capability to reduce pollution by using electricity, but buses will soon be able to meet this as well	1	JDC22	No response required.
To meet Kyoto Protocol, electrified LRT must be chosen	1	LC49	No response required.
Electric trains do not always mean lower pollution since power is generated by coal or gas – what about lower sulphur diesel or bio-diesel?/ Bio-diesel will be a good alternative / What consideration has been given to the use of alternative fuels such as methanol and hydrogen in self-propelled vehicles? Surely such technology will be more advanced by the time the service is implemented / Hydrogen and other clean fuels technologies could significantly reduce the negative impacts of buses making the capital costs of bus routes more attractive	4	LC26, 28, PMC1, WBC11	Along the transit corridor, and particularly in the downtown, electric vehicles will result in reduced pollution in the corridor. Hydrogen (not yet commercially available), low sulphur diesel, bio-diesel and hybrid electric vehicles will and are being considered by most transit properties for the future.
Model based on single track and double track at station is best using diesel trains, could be implemented very quickly	1	LC28	This may be considered as part of the staging opportunities. Double track is required to obtain the ultimate 3 minute frequency.
Expand using the cheaper diesel for now	1	JDC2	This will be considered as part of the staging opportunities.
Use diesel outside the city and electric inside	1	WBC7	This would require a transfer point for riders and two separate rail maintenance operations.
Electric rail is more costly than diesel	1	WBC5	No response required.
Why do panels show that electric LRT units must be shorter than diesel powered units?	1	LC13	Panel shown at the POH were samples only, a number of vehicle types are being reviewed.

**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>
The use of Canadian-made vehicles obviously would be more saleable to Canadian riders (and voters) if feasible	1	PMC1	No response required.
Platforms should be made longer, easily expandable, to all for increases in user volume	1	PMC1	No response required.
What speed are the trains traveling at to make them Rapid Transit.	1	PMC8	This information will be available once the preferred route and technology have been selected.
<b>Evaluation Process/Criteria</b>			
Clear thought on the study; selection process should be tied into which direction the City is taking concerning building this type of infrastructure	1	LC11	No response required.
Human health criteria appears to be subjective and should be specific and measurable as was done for the Alta Vista Transportation Corridor EA	1	LC40	This will be considered for the analysis and evaluation.
Support route to Barrhaven but do not destroy green space. I support you doing it only if you make sure there is a high density around the stations like the Dutch model	1	LC17	The corridor has been set to avoid greenspace where possible, minimal removal will be required.
Minimize disruption of existing service during expansion	1	LC23	This will be considered for the development of alternative.
With noise and pollution, communities beside transport corridors would prefer trains first, buses second, and cars third	1	LC36	No response required.
Are the health impacts for each option being studied? Cars are more harmful/sufficient weight should be put onto the health and noise factors to result in electric trains instead of diesel.	2	LC36,PMC14	The impacts for each alternative will be included in the analysis and evaluation.
Please consider parking garages at Park and Ride Greenboro is over 100% already; ensure enough capacity	1	LC29	The addition of Park and Ride lots south of Greenboro station is anticipated to relieve this problem.
Include parking in evaluation criteria both at stations and loss of existing parking.	1	PMC6	Existing parking supply will be added as a criterion to the evaluation. At transit stations this is included under the criteria "accessibility to station/facility"
We do not need to spend the money on electric yet	1	JDC2	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>
Remove review of former municipal plans from evaluation criteria as views may differ than those in the City's 20/20 plan. Under land use include conformity with OP, followed by conformity with Community Design Plans.	1	PMC9	Conformity with the most recent approved municipal plans will be used.
<b>Schedule</b>			
Let's get going! Bring on more rapid transit and less road widening./ Stop talking and procrastinating and quickly build an LRT system./ The sooner the better, Calgary numbers show rail is the best solution./ Support the idea, just build it./ LRT is a wise decision, quicken the pace./Should move quickly, at this rate it will be 10 years before this rail project is effective./ Too many meetings, not enough action./ Public information sessions are wonderful but progress is much too slow; make it happen in 3-5 years./ Initiatives for LRT should be happening faster	8	LC35, 1, 7, 27 WBC10, 13 JDC11 PMC4	This project is being fast tracked.
At the current pace of progress I will be retired before that Manotick-Kanata trip is possible. I hope it is a reality sooner than that	1	PMC4	No response required.
Would be smarter to expand the scope of the project to include all rail line requirements and implement quickly	1	LC35	The City has the N-S LRT, E-W LRT and Greenbank Transit EAs underway at this time.
Why are we still studying options when the pilot has been so successful?	1	LC36	The EA process requires that all reasonable alternatives be considered and documented.
The longer we wait the more expensive it becomes to construct LRT	1	JDC21	No response required.
<b>Other Comments</b>			
The Bronson issue could be relieved with this project	1	JDC2	No response required.
Barrhaven residents are looking forward to it	1	JDC11	No response required.
Increase the costs of parking downtown to make people take transit	1	LC36	The City is considering options to encourage transit use.

**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>
Stations should limit entry/exit points with guard rails (do not create curbs or gates since these invite car accidents)./ Enclosed stations on sidewalks should be built	1	LC25	Safety elements will be included in station design.
Consideration should be given to complementary use of lands acquired during construction of corridor to accommodate constructions of sports fields within the study area./ Transit stops should be positioned to enable easy access to existing and new recreational centers/Should be clear how route through Riverside South is being developed.	2	WBC6,PMC9	The City has undertaken planning studies in Riverside South and Nepean South that optimize land use around proposed station locations.
O-train has made a profound difference to Carleton University Students	1	LC10	No response required.
Carleton University community needs to have an on-going relationship with this project	1	LC51	A representative has been added to the Consultation Group.
It is reprehensible to have an RFP for a P3 study for the N/S LRT when the study is still in progress./ P3 cost more	1	LC34	No response required. P3 is one of the considerations for implementing the project and is being considered in parallel with the EA study.
Looks very costly, impression of little value for money./ Value to taxpayers is missing	2	LC35, LC3	Value to the taxpayer is included in the reduction of roadway costs, congestion and travel time.
Building a rail system bit by bit is a bad way to conduct business	1	LC35	Staging options are being considered during this study.
Traffic congestion is costly for tradespersons who are delayed because of traffic congestion	1	LC41	No response required.
Would like to see how implementation of the system will be financed; will gas tax cover the \$200 million portion of the total \$600 million identified in spring 2004? / All options are very expensive./ With the city in deficit position, where will the money come from? / This LRT Project is not cost effective in the scale shown and cannot be funded by the Ottawa taxpayer.	4	LC1, JDC16,20, PMC17	The City is in the process of establishing funding agreements with Provincial and Federal Authorities.

**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>
Once the system is mature, it will attract development near stations that will boost ridership./ Ridership on the O-train grew much faster than predicted; five year targets achieved in two years	1	LC6	No response required.
Glad to see City Government taking responsible steps for growth	1	LC10	No response required.
Do not think the system will work downtown because of the number of other cars, buses, etc. clogging up the bus routes already	1	LC9	Improvement to transit and transit priority measures will improve overall movement downtown.
The area will present challenges because of the Leda clay; landslides etc.	1	LC16	Geotechnical conditions will be considered during the design.
Are there contingency plans in case the rail line is shut down for a week or more?	1	LC23	The City will, as part of its operating strategy, develop contingency plans for various scenarios.
Some screenlines will still be at 0.9 v/c after implementation, what can be done to reduce this? Are more trunks off the line required?/why is the whole Leitrim screenline being used.	2	LC, PMC9	The City's general polity for transportation infrastructure is to maximize its return on investment by fully using a facility before building additional capacity. V/C of 0.9 in the peak means the road is nearing but not exceeding capacity at the busiest time of the day. Reducing the ratio can be done by improving supply by building new transit facilities or improving transit frequency, or reducing demand by implementing TDM techniques.
LRT doors should line up with station glass doors	1	LC25	Station details will be examined during the design.
LRT is long overdue	2	WBC2, 3	No response required.
Can we access old train station?	1	WBC7	This will be considered in the development within the alternatives.
Important that whatever solution is suggested it can be phased in without the loss of service during construction	1	JDC24	This will be considered for the staging options.
We have to have maintenance facilities for buses; having additional facilities for LRT as well is money down the drain	1	JDC22	The City currently has both types of facilities.
See Figure 5.1 in "Riverside South Rapid Transit Study" final report December 2003	1	JDC24	These alternatives were considered and modified for the current EA.
Plan seems reasonably well planned	1	WBC9	No response required.

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<b>Area of Concern</b>	<b>No. of Responses</b>	<b>Comment Sheet Ref. No.</b>	<b>Response</b>
We have moved to Ottawa from Europe and are amazed at how poor the public transit system is here compared to the road network	1	WBC3	No response required.
It should be operational now to accustom new/old home owners to take the train instead of ingraining the habit of taking their cars	1	WBC10	The project is being fast tracked by the City to have the extension in place prior to the south sites being developed.
Safety is a major issue which affects volume of riders; do not feel that transit corridor safety issues have been adequately addressed thus far (ie: isolation in station). What can be done to ensure a safer system?	1	JDC9	The safety of riders and the public will be considered in the development of the preferred concept.
Am in high school and love the O-train	1	JDC15	No response required.
If I could be involved in this long process (give a youth perspective), I'd love it	1	JDC 15	The study has formal advisory groups established. Involvement can be through the POHs.
Too bad we lost the streetcars	1	JDC16	No response required.
Do not believe that OC has 180 buses per hour on Slater and Albert	1	JDC21	This value was obtained from OC Transpo staff.
An LRT Train Stuck in the track is a major problem	1	JDC22	Strategies will be developed to address this potential as part of the operating strategy.
Keep costs reasonable – better to have a single track solution in 2 years than a double or triple track electric solution in 10 to 15 years that costs 5 to 10 times as much	1	JDC 24	Staging will be considered during the EA process.
Support the initiative at least to Bayview	1	LC25	No response required.
Implementation should be staged over time with gradual improvements to transit to encourage new riders in the interim.	1	PMC9	The City is currently developing a plan to improve existing service and as part of this study staging options will be examined.
Could existing diesel units be a commuter service on existing VIA track to Barrhaven in the interim?	1	PMC11	Staging alternatives will be reviewed as part of this project.
Do we need two new rail yards in forested areas? Can we not use some of the existing CN yards/facilities?	1	PMC15	The rail yards shown on the plan at the open house are only optional sites if the existing Walkley Yard site is not available. There will only be one yard site.

## 8.0 OBSERVATIONS/CONCLUSIONS

In reviewing the feedback from the Public Open Houses, there are a number of comments and themes that arose at each Open House.

At Ottawa City Hall, the public commented that the information was presented in clear fashion. Residents also felt that the LRT should be extended to Gatineau and that the option to build additional roadways was not acceptable. Although project consultants asked people to comment on the routes through the downtown, few residents actually commented on them. Residents also felt the City should simply “get on” with the project and voiced some frustration with what they saw as an overly bureaucratic and lengthy process.

At the Walter Baker Centre, the public commented that the information was presented in a clear fashion. Many attendees indicated support for the LRT project and felt that an East-West line was also very important. Cost was a concern.

At the Jim Durrell Centre the public commented that the information was presented in a clear fashion. Many attendees indicated support for the LRT project but at the same time were concerned with costs.

Comments received by email, fax and mail also reflected the diverse opinions received at the Open Houses with support for the LRT as well as providing additional ideas for downtown routes.

Residents from all areas suggested an elevated train or tunnel be an alternative through the downtown.