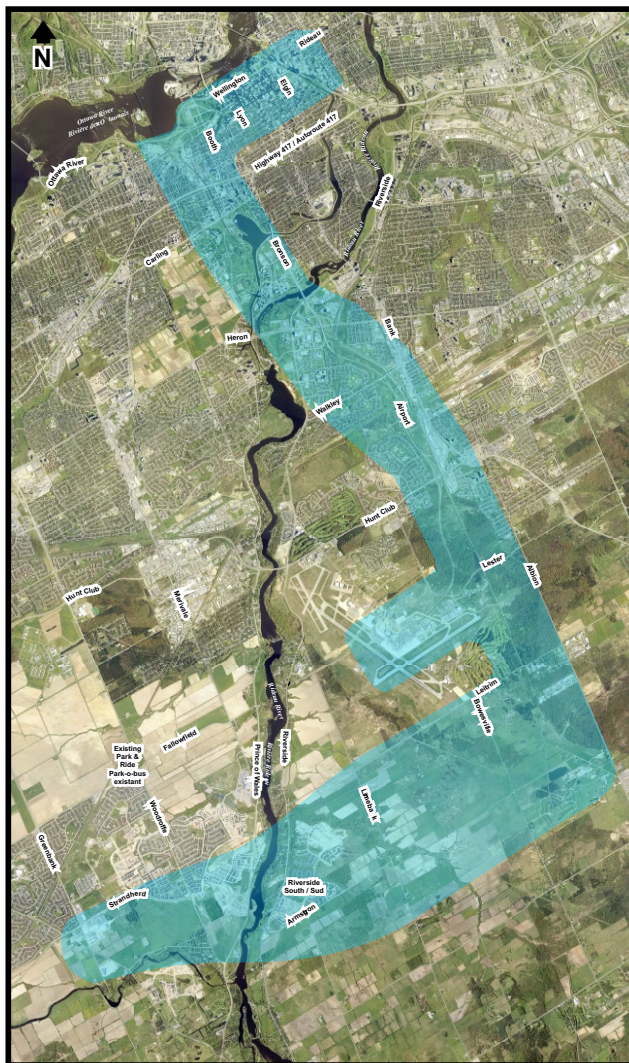


North-South Corridor Light Rail Transit (LRT) Project Environmental Assessment

Summary Report on Third Public Open House March 21, 22, and 23, 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 21st, 22nd, and 23rd, 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.

The Study Team was in attendance 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 by March 31st, 2005.

2.0 TIME AND LOCATION

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

Monday, March 21st, 2005
Walter Baker Sports Centre
Food Court, 2nd Floor
100 Malvern Drive, Nepean
4:30 p.m. to 8:00 p.m.

Tuesday, March 22nd, 2005
Jean Pigott Hall (The Rotunda)
Ottawa City Hall
110 Laurier Avenue West
4:30 p.m. to 8:00 p.m.

Wednesday, March 23rd, 2005
Jim Durrell Sports Centre
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. Eighty-nine people signed the register on March 21st (Walter Baker Sports Centre), one hundred and twenty-six people signed the register on March 22nd (Ottawa City Hall) and sixty-two people signed the register on March 23rd (Jim Durrell Sports Centre) for a total of two hundred and seventy-seven 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
Rob Hunton	Project Engineer, McCormick Rankin
Judi Cohen	Vice-President, Hatch Mott MacDonald
Thomas Budd	Manager Infrastructure, Hatch Mott MacDonald
Howard Williamson	Williamson Consulting Inc.
Claire McQuinn*	Williamson Consulting Inc.

* indicates bilingual representation

Other attendees included:

Bob Chiarelli	Mayor of Ottawa
Rainer Bloess	Councillor Innes Ward
Diane Holmes	Councillor Somerset Ward
Diane Deans	Councillor Gloucester-Southgate
Jan Harder	Councillor Bell-South Nepean
Vivi Chi	Manager Transportation Infrastructure, City of Ottawa
Helen Gault	Manager, OC Transpo

5.0 METHODS OF ADVERTISING

The Open Houses were advertised on March 11 and 18 in the Ottawa Citizen and Le Droit. In addition, the City of Ottawa sent out an information flyer via Canada Post to businesses along Albert and Slater Streets. Public Service Announcements (PSAs) were sent to all media outlets on March 17. 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
- Alternative Corridor Alignments
- Preliminary Preferred Alignment
- Preliminary Station Locations
- Preliminary Park and Ride Locations
- Alternative Maintenance Yard Locations
- Alternative Downtown Corridor
- Screening of Downtown Corridors
- Albert/Slater Options
- Representative Cross Sections: Downtown
- Preliminary Alignment Plans
- 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 March 31st. A total of 101 comment forms were received from the open houses— 20 from March 21st, 59 from March 22nd, and 22 from March 23rd. In addition to the comment forms, a combined total of 34 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. WBC=Walter Baker Centre; CH= City Hall; 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
Albert & Slater as Preferred LRT Routes			
These are the right streets for LRT/ They are wide and one way for best utilization/Yes, but not with buses/ This route makes sense if it is not going to be a tunnel/Offers consistent service for riders of both train and bus transit/Best and most economical alternative	53	WBC1, 4, 6, 9, 11, 12, 13, 14, 16, 18, 19, 20, CH1, 3, 6, 8, 10, 11, 13, 15, 22, 24, 27, 28, 32, 35, 36, 38, 41, 42, 45, 47, 50, 53, JDC2, 3, 4, 5, 6, 7, 11, 16, 18, 19, 20, PMC2, 3, EM1, 10, 16, 20, 25, 26, 28, 32, CH59	No Response
Incorporate the best in shelter design “green” features, street furniture etc. Make it a desirable area.	1	EM18	The design team will address the shelter design. The public will be provided with input into that process.
O.K. for LRT. Makes no sense to run buses and LRT down same street (i.e.: once LRT line is implemented, shift buses to another street more than 1 block away)/put buses on Sparks and Queen.	3	CH28, 15, PMC3, CH58	Albert and Slater have been identified as the best location for transit service downtown because it is central to the land uses. Relocating buses to another street would not provide the same level of transit service.

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Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Would prefer trains in both directions on either Albert or Slater, not both. This street could be reserved for bus and LRT only (i.e. like Calgary's downtown C-Train routing)	3	CH33, 34, 47	Although Albert and Slater are ideal for transit use, they also need to be accessible to public vehicles and service vehicles. Removing all traffic from the street could harm the existing businesses.
I'm not convinced that two-way traffic would be "confusing" over the long term.	1	CH47	No Response
Will there be an allowance for after hours and weekend parking in the core on Albert and Slater; will there still be allowed delivery zones on the proposed streets.	2	EM1, 24	Curbside parking and delivery zones will be considered in the evaluation of the alternatives.
Need clear signage for tourists who get off train downtown but don't know where to get back to the other direction since train back isn't on the same street.	2	CH11, JDC21	The design team will consider the signage requirements. The public will have an opportunity to participate in that process.
Sketches are very much modeled on 7 th Ave in Calgary, except that 7 th Ave is a 2-way reserved transit mall.	1	CH48	Operations of businesses along Albert and Slater require accesses along both streets.
Can see the benefit of joining existing Transitway alignment; frequency of trains is good; include the public in designing the stations; use bus and LRT stations for bigger re-design of public spaces.	2	PMC6, CH54	Following the approval of the Environmental Assessment, a design team will be assigned the task of station design. Public input will be requested during that process.
Use of McKenzie King Bridge does present a challenge in extending service east, would assume that linkages may be made on to Rideau.	1	EM18	Linkages to the east will be conducted as a separate EA. This EA has considered <i>preliminary</i> alignment options for that extension.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Serious concerns about Slater and Albert corridors including loss of existing parking, stopping and loading; increased conflicts between turning vehicles; loss of signal capacity; loss of vehicle capacity; traffic diversion and impact to Queen and Laurier; lane blockages; strategic issues with all transit on one corridor i.e., fire emergencies; loss of temporary snow storage; loss of sidewalk capacity due to transit platforms; less taxi service due to restricted curbside drop-off; loss of bicycle routes; restricted access to off-street loading and parking from Albert and Slater; no provision for roadway maintenance without loss of vehicular lanes/need to protect lane next to O'Connor Bell Centre need to be able to have rapidly deployed vehicles.	4	PMC1, EM2, 23, 32	The Study team will examine the preliminary alternatives and consider mitigation measures to address these concerns.
No left-hand turns between Bay and Metcalfe/how do motorists turn? / drivers will become more aggressive to turn	4	PMC1, CH30, EM14, 24	To obtain the desired modal share, transit would have to have priority; even so turn restrictions will be reevaluated.
Concerns over displaced traffic on Queen and Laurier; handling of bus/train/car traffic at the Bronson/Albert/Slater node.	1	PMC2	Traffic volumes indicate that traffic on Albert and Slater can be accommodated in a single lane on both streets, thus displaced traffic is considered to be minimal.
Should be planning for a tunnel under the downtown core. Needed to avoid congestion in the downtown. This should be treated as a final phase project with a separate federal funding contribution / I am not convinced it makes sense to invest in a surface alignment in the downtown / Putting the LRT underground through the core will make it more attractive in winter/summer and make the reliability attractive to non-transit users / surface construction will cause delays/ trench on either Albert or Slater with 2 tracks.	23	CH6, 9, 29, 30, 34, 40, 44, 45 JDC2, 10, 12, 14, 15, 16, 17, 55, PMC3, 5, 7, 10 EM9, 14, 19, 26, 28, 31	The current concept does not preclude a transit tunnel from being constructed in the future.

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Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Why can't the LRT line be elevated above the current bus lanes on Albert & Slater? / Have trains go over road instead of on road.	3	CH53, WBC9, EM21	An elevated system was considered to have high construction and maintenance costs. In addition, it would have a great visual impact and the foundations to support the structure would have impacts on the existing roadway.
Will LRT reduce bus congestion on Albert/Slater in combination with spoke and hub?	1	JDC6	The LRT will provide the system operator with the opportunity to route buses to reduce their travel through downtown.
Should help reduce bus congestion in rush hours, noise, air pollution, etc...	1	CH48	The use of transit will help to reduce congestion and air pollution.
I have yet to see the benefit of bringing a train through the downtown core compared to the traffic chaos it will create.	1	JDC9	To obtain the desired modal share in the downtown as the OP has set out, transit service must be increased.
I am strongly opposed to the choice of these streets – the new layout as proposed would make them extremely uncomfortable and possibly unsafe for cyclists. The width of the car lane, for instance, does not meet the City of Ottawa's recommendations for the comfortable sharing / Albert & Slater can not handle trains, buses, cars and cyclists.	8	CH5, 17, 29, 49, PMC5, EM7, 8, 9	The current proposal recognizes that cyclists cannot be accommodated with the concept presented. The EA will look at mitigation through alternative cycle routings and canal crossings.
Use Queen, Albert & Slater, and Mackenzie	1	CH7	Albert and Slater concentrate transit services on the area of downtown that has the highest level of transit demand.
I question the need for the displacement of bus and car traffic for such service. Currently it takes about 10 to 15 minutes to transfer to a bus at Bayview Station and arrive at a downtown location.	1	CH5	Bus traffic will not be displaced. Although car traffic will be displaced the city requires extensive transit improvements to achieve its transit ridership goals.
In order to clean up the environment the buses should be removed and LRT run in the existing bus lanes on Slater and Albert.	1	CH39, WBC20	Both networks are needed to service the downtown. The city is looking at purchasing clean technology for bus operations that will help clean the downtown air.
How will the LRT lane interact with bus lanes? Can they use left door all the time to be on the opposite side of the road?	1	WBC19	Yes, LRT vehicles typically are able to use doors on both sides of the vehicle.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Will the use of Albert and Slater drive traffic to Queen and Wellington and jam up the area in front of the Chateau causing severe traffic hold ups and disruption at the intersection of Rideau and Sussex? In this case I suggest the elimination of the lane running south on Sussex.	1	CH1	The change on Albert and Slater will result in a change in travel patterns. Even so, the current traffic projections indicate that a single lane on Albert and Slater would be able to handle the projected traffic volumes.
There will only be one vehicular lane and the buses often pull out into that one to pass other buses.	1	CH20	The concept is for an exclusive bus lane and a traffic lane that a bus can use. There will also be bus bays at stations where other buses will be able to pass.
It will be more hazardous for pedestrians and those who are switching between bus and light rail with the stations for each mode of transportation being off-set from one another mid-block. People will attempt to cross mid-block rather than at traffic lights / awkward for vulnerable road users (people with small children and elderly).	5	CH20, 25, 32, 42, JDC15, CH54	Pedestrian movements across the street is controlled through the intersection, mid block crossing is prohibited. Transfers between bus and LRT will be more convenient at the Booth Street station.
Maintain pedestrian friendly atmosphere!	1	CH36	The design team will consider the streetscaping issues. The public will have a chance to provide input during that process.
I think it's great that you have a parallel system (bus/train). It will help alleviate the congestion.	1	WBC5	No response
Remember that electric trains may not produce emissions but generating electricity does; can we use methane or garbage to make LRT run totally on sustainable energy?	1	PMC4	Currently those technologies are not widely used for mass transit. Even so, the choice of electric trains will not preclude the phasing in of alternative fueled vehicles, as they become test proven.
The City should review the "Transportation Hierarchy" before making any decision. The Albert-Slater route will obstruct cyclists from achieving/reaching a major destination (i.e.: the mall). This is simply unacceptable.	1	CH51	The EA is considering alternative cycle routes as part of the study.
Has no traffic other than transit been considered for Slater or Albert; remove all other traffic and use third lane for cyclists.	1	EM11	Albert and Slater have businesses such as offices and hotels that require access off these streets. Prohibiting traffic would result in grave impacts to their operations.

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Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
You are trying to place too many transit and private vehicles in too small a space. What happens if there is an accident or a car breaks down? / Three modes of transportation will not work.	8	CH15, 25, 30, 37, JDC10, WBC1, EM14, PMC8	Placing Bus and LRT service on the same road concentrates the transit service where it is required. Loss of vehicle capacity is undesirable but necessary to achieve a high transit share.
Albert and Slater are already overly congested with buses due to an excessive number of routes being operated through the downtown area. The LRT would make the current problem worse/will add car congestion to bus congestion	6	WBC1 CH18, 20, 46 JDC15, EM24, CH56	The implementation of an LRT route will provide an opportunity to readdress bus routing. If the LRT were not implemented, additional buses would be required.
There is too much transit on these two streets. It will look like the Rideau Street bus mall and will kill business on the streets.	2	CH39, EM19	This concept, unlike the Rideau Street mall, proposes to retain car traffic and on street loading and parking.
Bus and car congestion will be sources of emission that will negatively impact the environment	1	EM24	The increase in transit ridership will result in a decrease in emissions per passenger.
Where do service vehicles (i.e. Fed. Ex, taxis, etc...) access buildings / bike couriers need to be safe / loading bays are a concern as bus can go around, trains cannot	7	CH15, 30, 38, JDC15, EM14, 28, PMC10	This concept includes areas for loading and on-street parking along the corridor. Loading on the LRT lane would be provided during off service hours only.
I think a street dedicated to the train (no mix of cars and buses) would be best / consider no cars on street with buses/buses.	2	CH24, 46	Businesses along Albert and Slater require service and public access to operate. Thus the removal of traffic was not considered a viable option.
It is very important to spend the money necessary to make Slater and Albert as attractive as possible. Please consider doing two things: (1) Giving the rail right of way and vibrant surfacing and colouring – interlock brick would be nice, and (2) Get rid of the other overhead wiring on the two streets.	1	CH43	The EA will propose that the implementation of the LRT include streetscaping. A design team will conduct the detailed design and public input will be requested at that time.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
You gave only the Pros for the Albert & Slater Streets routes and only the Cons for the alternative routes. The information provided was extremely one sided. I feel a lot of relevant information was not provided. / Maybe both pros and cons should have been listed for all options instead of listing all negatives for non-preferred and all positives for preferred options	4	WBC2, 13, JDC14, 17	Cons to Albert and Slater were common to all the routes considered. I.e. On street parking, removing traffic lane, resulting congestion, deliveries, fire access, etc. The Analysis was to determine which streets were best for transit subject to resolving the common street concerns.
Concerns over business impact seem overstated. / Concern about the impact on business is debatable given that few people go near either street unless they have to catch a bus or already plan to go to a specific destination.	3	WBC16 CH22, 35	Business concerns are important in developing a transit corridor that is vibrant and integrated into the environment.
I prefer Sparks Street as the downtown route. Your reasons for discounting it are weak. If done well, it could liven up this street substantially. / A single track down the centre of Sparks with double track passing lanes (as at Carleton O-Train) at intervals so designed to give train drivers visual clearance. I have seen this in Amsterdam and it worked very well. This would perhaps remedy the possible over-use of Albert and Slater (so over used in fact that bicycle lanes have disappeared). / The Sparks Street Mall is already slated for reconstruction and expansion to Bronson and Lebreton Flats	9	WBC6 CH12, 14, 20, 25, 51 JDC13, EM7, 25	Current plans for reconstruction of the sparks street mall do not include the introduction of traffic or transit use. The malls will retain its pedestrian nature.
Leave Sparks alone for pedestrians. / Using Sparks Street would take a large tourist attraction away from the city, not to mention multiple businesses.	2	CH7, 10	No response
Leave Wellington alone! It is a ceremonial route.	1	CH7	No response

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Return Colonel By Drive to rail for LRT and convert the Transitway south of the Campus Station into light rail to the main Via station and re-use Union Station for a major light rail stop	1	EM7	This alternative is not consistent with the Rapid Transit Expansion Study (RTES) and the Official Plan (OP)
Prefer Wellington as the LRT will be a showcase for Ottawa and nobody will see the LRT on Albert and Slater except the commuters that work there. It will end up being a “rush-hour” LRT system vs. an 18 hour LRT	4	CH21, 26, 51, EM14	The LRT is being proposed as a commuter service, as such, Wellington was not considered an appropriate location.
Wellington or Laurier or Sparks aren't feasible	1	CH35	No Response
Certainly a train that reaches downtown would open it up to suburbanites and this might help downtown retail.	1	WBC10	No Response
Having lived in Toronto, the streetcar works very well in the downtown core and does not hurt the traffic flow. And, it gets people out of their cars!	1	CH8	No Response
There are an excessive number of bus routes being operated through the downtown area. Current bus routes from downtown to Barrhaven should be eliminated and replaced by 95 express buses in addition to the current 95 service. Congestion would be reduced and service times reduced.	1	CH18	The city is considering alternative routings with the introduction of LRT.
I understand the multiple concerns that exist, but believe the benefit of the O-Train outweighs them.	1	CH35	No Response
Citizen interest should outweigh business of this issue.	1	CH35	No Response
Traffic patterns will have to change	1	CH35	It is anticipated that traffic patterns will change. Projected volumes suggest that traffic can be accommodated in a single lane on both Albert and Slater therefore traffic impacts are minimal.
The current Transitway bottlenecks around the Rideau Centre, how will the train stay on schedule when it must contend with traffic lights and foolish drivers?	1	CH38	Rideau Street transit mall is congested at this time. The Mackenzie King transit mall is able to accommodate both BRT and LRT services.

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Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
I am saddened that the downtown is being ruined by this concept.	1	CH40	No Response
Are you planning on LRT and Bus platforms to be primarily at the same location (opposite sides of the road obviously)? To avoid too much congestion in stop areas would it not be better to alternate from one block to another – bus in one block, LRT in the next?	1	CH41	The concept is to have stops on the same block. It was considered that the current bus stop had been optimized through the years and thus reflected the best locations for LRT stops.
Does not serve Market area well.	1	CH45	No Response
Does not intersect well with STO buses.	1	CH45	An inter-provincial study will be undertaken that will address this.
Should be working towards car-free downtown, if possible. / Eliminate car traffic all together. / Get cars out of downtown via this means.	3	WBC14 CH46, 52	The city has yet to develop into a size that would consider a car free downtown.
Would be nice if the train went onto the U. of Ottawa campus, as it would then link U. of O. and Carleton campuses.	1	CH46	The current limit of the project is the Rideau Center. Future extensions may consider that alternative.
Proposal does not provide sufficient capacity for vehicle traffic in the core – east/west	1	CH49	To achieve the Official Plan's goal of 30% overall transit mode share within the constraints of downtown, a mixed-use traffic lane would be required to be converted to transit.
Priority should be east/west link not north/south	1	EM29	Through RTES and ORTEP, the city has concluded that the N-S is the priority transit service.
North/South movement will be a problem – currently gridlock occurs at rush hours whenever conditions are anything but perfect. Particularly concerned if train has priority movement.	1	CH49	The train will operate within the constraints of the current signal network.
Mackenzie Bridge is a critical 'release' valve in the evening rush hour – elimination of vehicles not necessary as it is through flow	2	CH49, JDC1	The traffic studies have indicated that there is only a minimal amount of traffic on the MacKenzie King Bridge.
Change the light rail to the north side of the street. Streetlights can be synchronized to allow both light rail and bus to run on the same side of the street. Would preserve the on-street van bus unloading of the budget hotels.	2	CH2, EM16	This option is being considered in the EA

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Place a light rail station at Elgin Street for usage by tourists. Would also service the National Arts Centre.	1	CH2	The alignment and profile of this section is not conducive for a station location.
The stops at Metcalfe and Rideau Centre are not tourist friendly.	1	CH2	The primary purpose of the LRT is as a peak period transit service.
Need open streetscape for increased pedestrian traffic from Rapid Transit	1	JDC2	Streetscaping will be considered as part of the LRT design.
Very few “store fronts” now. Very little pedestrian traffic now. A very bleak atmosphere as is – can you improve?	1	JDC5	The design team will be challenged with developing a streetscape concept to address this concern.
Albert feeds only 2 lanes of bus and auto traffic westbound towards Booth. Bronson feeds only 1 lane of Auto traffic and traffic lights alternate the two traffic sources. Therefore this direction needs only 2 lanes between Bronson and Booth.	1	JDC6	This option will be considered.
The challenge of getting up the western escarpment is strangely not mentioned. That is a big hill up from Lebreton Flats. Similarly the grade up to the Mackenzie Bridge. / The curve from the existing line going up the hill at Elberton is quite sharp.	2	JDC9, 7	Both the escarpment and the Mackenzie King bridge profiles were considered. A preliminary grade of 5%, which is acceptable to most LRT vehicles, is proposed at both locations.
On a snowy day I assume there will be problems with plowing because there is no room.	1	JDC15, CH59	The city will have to establish new snow removal protocols for the transit service.
Use existing Transitway infrastructure to re-design how buses run; use Bayview or Lebreton and Hurdman as hub with shuttles taking people downtown, when the City has the money it can replace shuttles buses with a train link	5	EM5, 24, 32, PMC3, 8 CH49, CH56	This option was considered. It requires exclusive use of property at both ends resulting in buses and rail yards on developable lands. This concept of using many stations along the LRT as hubs for buses is being considered by the city.
Eliminate all on-street parking and add one lane for deliveries	1	EM31	No Response
To reduce duplication of LRT and BRT on the same streets you should consider: (1) reducing the number of lanes of traffic by one and keeping the increased space for amenities, (2) Use one street only with two lanes of LRT and one lane of cars, (3) Use one street only with 2 lanes of LRT and the other lane with no traffic.	1	WBC20	Will be considered

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
The bus and train stops should be staggered.	1	CH54	Will be considered
Rail will be located too far west of Bank St. to be of use to that core area. The buses heading east/west from the train will be packed.	1	CH59	No Response
The Bayview station will need significant upgrades to reduce walking and add high volume escalators and elevators.	1	EM32	Will be considered
Route to Barrhaven, the Stations, Park & Ride lots, bridges and maintenance yard locations.			
Bit of concern regarding crossings (at level) and children/pedestrians	1	WBC1	Level crossings will be signalized with additional gates where required.
Would like to see least visually invasive mode of light rail if possible. Seeing wires, as in Calgary, can be very industrial and impact neighborhood feel.	1	WBC1	The design team will be considering these elements in the final design phase. Public consultation will be required at that point.
Leitrim Park and Ride is problematic requiring a major intersection and steep grade between Bowesville and Limebank; Ottawa Sports Park Armstrong would be a better choice.	1	EM12	Alternatives will be investigated.
Interim park and ride lot at Leitrim is supported.	1	EM26	No Response
Need for additional Park and Ride between Leitrim and Greenboro! Lester Road?	2	JDC18, 19	Park and ride lots located at Woodroffe, in the riverside south community, at Bowesville and at Leitrim are considered to be adequate to attract ridership.
Lester Road is increasingly busy since closure of Albion Road access. How will Lester Road traffic contend with 5-minute interval train traffic?	1	JDC1	Traffic signals will be located at the crossing to control traffic. Additional lanes will be required at the crossing to accommodate the projected traffic volumes.
Can you get the link to Riverside South quickly?	1	CH35	The city is considering options for extending the current o-train service southerly.
Tree planting for the streetscaping works!	1	CH2	No response
Concerned with length of time for the train to go from Barrhaven to downtown. Looks like much longer than current bus system (35-40 mins.)	4	WBC12, JDC9, EM26, 27	The train and bus are complimentary services providing transit service to different areas of the city.

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Critical that feeder bus system to the LRT station works well	1	EM27	Will be considered.
They should try to extend the O-Train further into Barrhaven	1	CH8	RTES includes future extensions of the LRT past Greenbank Road.
Routes through Riverside South areas are not straight enough. They should be straightened out.	1	WBC6	The route was developed to aid in maximizing the development potential with a good transit service.
Important to establish light rail service to Riverside South before people get accustomed to using their cars. Development there has just begun.	1	CH3	No Response
As long as stations are sufficient in number as indicated, people will use the train. With –20 to –30 degree weather, distance to stations must be short. / Optimizing travel time (# stations) seems important. /route downtown should be 25-30 minutes	3	WBC10, 16, 26	The station locations were selected to maximize the walk in potential from the new community.
Only negative point is the amount of stations. There are too many. Fear is that if stations are no more than 500 meters apart, the ride will ‘lurch’ along. Will become extremely annoying to those commuters you are trying to entice.	15	CH3, 8, 15, 23, 27, 34 JDC5, 7, WBC4, EM5, 10, 16, 33, 20, 22, 26, 32	The number of stations through Barrhaven and Riverside South were set to provide for maximum walk in potential. The city will determine, as the operational strategy unfolds, when stations will come on line.
LRT should not cross the Strandherd Bridge, should be provided on the existing VIA line at Fallowfield	1	EM16 CH15	That alignment bypasses the Riverside South Community.
Design of bridges at Strandherd/park and ride should consider impact on Claudette Cain Park (aesthetic, space, noise)/consider moving bridge 100m south	4	EM26, 28, 29, 30	The bridge location was determined through a separate EA, which was completed in 1997.
LRT will run close to radio antenna system south of Earl Armstrong between Shoreline and Spratt. Currently, homeowners experience problems with appliances, computers etc as a result of radio interference. Consider impact of train control system in addition to radio transmission.	1	EM27	This will be considered.
A small station at River Road or Prince of Wales should be constructed for commuters from Manotick or other South Ottawa rural areas.	1	JDC13	The park and Ride lot at Bowesville has been proposed to provide for that service.

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Greensboro station may need to be relocated for the east-west LRT line. There doesn't seem to be any accommodation for this.	1	JDC13	The final location of the station will take into consideration the E-W alignment when it is developed.
Keep more land for future parking at park and ride areas. / Will be very popular.	2	CH32, 35	No Response.
Greenboro Park and Ride was too small from the start. Total planned Park and Ride is only 5600 spaces or 11,200 riders. The present O-Train is already 10,000 riders per day. Park and Ride will again bottleneck LRT.	2	JDC6, 13	Several sites have been identified for Park and Ride location along the corridor to address the needs of the service. Lot sizes are larger than Greenboro, which was restricted by property constraints.
Should have a park and ride site on River Road to Manotick/should have a park and ride closer to the south that traffic does not have to go through Riverside South Community	3	EM22, 26, 28	This will be considered.
Definitely should be more Park & Ride lots especially as the routes extend to the suburbs.	2	CH7, JDC20	Additional Park and Ride lots will be considered as service extends outward.
Look forward to new Strandherd Bridge across the Rideau River	3	WBC19, EM25, 30	No Response
The current VIA line to Barrhaven is a more direct and efficient route than crossing the river at Strandherd	1	CH15	That option would not provide service to the Riverside South community.
Makes sense to continue to use Walkley yard	1	WBC19	No Response
Bridges where needed by engineering principles.	1	CH7	No Response
Maintenance yard should be parallel to tracks (the 2 southern suggestions) not at right angle (the northern spot).	1	CH7	No Response
Maintenance yard locations are good.	2	CH41, EM10	No Response
Maintenance yard should stay at the present location.	1	JDC7	No Response
Will be fascinating to see how quickly the land will be built up around the line.	1	WBC5	No Response
LRT is a good idea. Look forward to the convenience. Looks properly planned.	18	WBC3, 5, 7, 8, 14, 16, 18, 19, CH1, 2, 7, 17, 19, 22, 38, 43, 53, JDC21	No Response

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
If LRT is superior to buses, then why is the Transitway being expanded into the South Nepean Town Center instead of LRT being implemented now?	1	WBC9	The OP has set out a balanced network of BRT and LRT services with each of the growth areas helping one of each. The SW Transitway extends the BRT service to Barrhaven while the N-S LRT extends the LRT service
A stop at the airport is a must! Do it now. / Airport is a key location to be serviced by this LRT. / Right-of-way already protected, space already reserved at terminal. Get the train into the Airport a.s.a.p. It should be a priority. / Should be a single track to the airport.	18	WBC11 CH2, 6, 16, 27, 24, 35, 44, 46, 48, 51, 52, 53 JDC6, 10, 11, EM16, 32, 34	An airport link is included as a recommendation of the EA. The city and Airport authorities will determine the appropriate theory for this link.
Study having airport link run right beside Hunt Club Rd. to make a 'faster routes' than that proposed between downtown and airport.	1	CH31	Alternative airport links and LRT alignments were considered. Although some of them improve access to the OMCIA, service to Leitrim and Riverside south was reduced
Direct link to the airport too expensive and time-consuming. Should have a stop on the line and shuttle service to airport.	1	CH29	No Response
Seems strange building access to the rail system in an area without existing houses (to be built/developed in the future), although Barrhaven will be serviced.	3	WBC13, CH39, 46	No Response
I would hope that double track is the choice.	1	CH6	The EA is proposing that the ultimate be double track.
Is not Barrhaven already well served with a transit way?	1	CH24	The OP has set out a balanced network of BRT and LRT services with each of the growth areas helping one of each. The SW Transitway extends the BRT service to Barrhaven while the N-S LRT extends the LRT service
Consider the wildlife (deer and turkeys) that crosses Leitrim Road.	1	PMC9	Natural Environment and migration routes will be considered in the EA.
Consider traffic problem created on Leitrim Road west from Albion to the car park.	1	PMC9	The EA will consider the traffic on Leitrim Road.
Anticipating growth should go only so far. Building electric rail two-track from the start is wasteful.	1	CH27	The design team will consider staging options.
I hope these extensions will be paid by increased development levies.	1	CH30	No Response
Use existing track where possible to keep costs low.	1	EM25	Will be considered where feasible.

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Integration with dense housing important.	1	CH46	No Response
In regards to naming as shown at this point – “shoreline” is on the shore of what? Shore to me implies proximity to a stream/river or body of water. “Main” is a name that implies a CENTRAL MAJOR location or interchange – all I can detect from the aerial image tonight is a farmer’s field.	1	CH41	No Response
This service will not be needed for at least twenty years. Extension of the busway south of Hunt Club would be more cost effective. This was the original plan and this extremely expensive rail plan to the south should be abandoned.	1	CH42	The OP and RTES identified the existing rail corridor as an opportunity to extend the rail component of the transportation master plan to this area. The LRT service will help reduce the number of buses that would converge in the downtown.
There shouldn’t be any “on street traffic” for the LRT. Overpass or underpass only, just like in Europe.	1	CH52	Grade separations of LRT and side roads are proposed for roadways with sufficient traffic volumes and potential conflicts.
Situate right of ways for Transit now as residential development continues.	1	JDC2	No Response
Like the plan but feel Transitway will reduce the enjoyability of greenspaces.	1	JDC14	No Response
Current alignment of the Rapid Transit corridor at its intersection with Spratt Road, south of Earl Armstrong Road cause tri-section of the existing property resulting in 2 land-lock parcels of land.	1	JDC8	The alignment is consistent with the community development plan that was established for the development of the Riverside South Community.
Additional Park and Ride west of Rideau River is necessary	1	EM10	A park and Ride lot has been set at Woodroffe Avenue. Future park and ride lots west of the town centre may be evaluated as part of future extensions of the LRT service.
NCC is pleased that no park and ride facility is being considered at the Lester Station; NCC could not support one.	1	PMC2	No Response

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
The Riverside to Barrhaven route will be more than welcome and used – but there is a lot of housing development going on along Prince of Wales; has the city reserved the land specified in your posters?	1	WBC10	The city has established a transit right of way from prince of Wales to Woodroffe avenue.
Need enough stations to get people into the system faster.	1	CH54	Will be considered
Hope the brown fields (farm land) south of the airport does not get developed with one and two story houses and the waste of land known as “park & rides”.	1	CH58	No Response
For all those persons west of Woodroffe, this train system makes no sense at all!	1	EM33	No Response
The rail line from Westboro to Barrhaven should be postponed for at least 15 years. The first priority/phase service should be non-stop along existing Via-rail lines and from Kanata to Orleans.	1	EM7	Rtes has considered options and set the current plan.
Have you considered closing down parking places surrounding airport and raising parking prices at the airport to encourage use of LRT?	1	EM-34	Outside of the Study Scope
Other General Comments			
What are the noise levels and impacts of the train on houses in Riverside South?	1	EM26	A noise analysis of the LRT will be conducted as part of the EA.
Current bus lane is only functional between 6am and 6pm, would LRT be flexible so it was not operational in off peak hours?	1	EM24	The city will consider various operational strategies for the LRT and BRT.
Stops should be a mile to 2 miles apart.	1	WBC6	Stop locations were developed to maximize walk in potential and service adjacent development.
I’m glad you are raising public awareness. I think that it’s very important that communities are advised and taken into consideration regarding future growth.	4	WBC7, 14, 16, CH1	No Response
I do not support such a large expenditure of funds that go right by the airport + no stop? Look at other leading cities in the world.	1	WBC11	A link to the Airport is included as part of the EA recommendations. The timing of the connection will depend on funds and development with OMCIA.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
I hope the Leitrim Wetlands area will be protected. I saw no indication of this.	1	WBC13	The wetlands are east of Albion rd. the LRT is west of Albion rd.
Ottawa needs to get this done. Looking forward to completion.	12	WBC3, 16, 18 CH3, 6, 10, 11, 32, 35, 36 JDC1, 7	No Response
Current OC Transpo routing between Barrhaven (Fallowfield Station) and airport is via bus routes 95 & 97 for total elapsed time of 1 hr. 6 min. (Airport is just 6 km. East of Fallowfield station!) Not very efficient – but rail system is too expensive. Better to build new road bridge across river in Fallowfield/Strandherd area and provide bus service.	1	WBC17	The city through RTES has considered various transit scenarios. The city has proposed that each of the growth communities be serviced by BRT and LRT. This is a stage of that service plan.
There really has to be a partnership here, in the sense that the transit has to be complemented by measures that encourage people to leave their cars and use the transit.	3	CH1, 3, 13, 16	No Response
Gauntlet track should be used to get freight trains past the platforms.	1	EM16	This will be considered.
Do not delete the capability of the line to Gatineau to carry freight trains at Prince of Wales Bridge.	1	EM16	Will be considered
We are moving to Riverside South in summer 2005 and the O-Train played a part in our decision.	1	CH3	No Response
The railway line north of the Bayview Station to the Prince of Wales railway bridge must be maintained in order to allow for direct service from the Airport, Confederation Heights, and Carleton University into Gatineau, Casino du Lac Leame and Les Galeries de L'Outaouais.	2	CH4, 5	The EA will not preclude a connection across the Prince of Wales bridge.
Must communicate the fact that the O-Train is for Barrhaven as much as for Riverside South.	1	CH8	The LRT will service many communities along the corridor
I hope University of Ottawa is being involved in these discussions.	1	CH9	The university has a representative on the consultation group.

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
The community design plans for Riverside South and Leirtrim should both be delayed until a corridor is selected.	1	CH12	The community design plan and the LRT EA are working together to define a corridor that satisfies both needs.
Abutting land uses should be high density to provide high ridership opportunities.	3	CH12, 20, EM18	Both the Riverside South and Barrhaven Town Centre plans have considered this in the development.
Ridership study raised questions of viability of N-S route, why was this not shown?	1	EM22	The Ridership Study Supported the N-S LRT
Don't plan this for one-way peak loading – try to maximize travel volumes in both directions.	1	CH12	Will be considered
LRT is a complete waste of our tax dollars. It will exceed cost estimates to build and will generate less revenue than estimated.	1	CH18	The city will establish cost control resources to monitor costs during design and construction to ensure budget control.
Generally feel that this is a valuable option to examine and plan. The ultimate case for this option will depend on costs and ridership. Having several options to choose from, factoring in energy costs, among many other things, and then choosing the optimal one when these variables are clearer is a good way to deal with risk.	1	CH19	No Response
How will the City pay for the service, currently has a \$500 million debt.	1	EM29	City has a funding arranged.
Bus feeder routes to LRT stations should be studied and improved so as to provide 100% public transit from home to destination.	1	CH20	The city is examining route changes that will take advantage of the new LRT network.
Consider emergency vehicles servicing the downtown	1	PMC10	This will be considered in the EA.
Concerned about street sounds and vibrations from LRT and buses through the downtown.	1	PMC10	Noise and vibration analysis will be considered as part of the EA.
Reduce park and ride lot sizes.	1	CH20	Lot sizes will be expanded as needed.
I hope that the design will provide for faster travel time than a bus only solution when going from the farthest end to downtown.	1	CH24	No Response
Two new condominium towers have replaced the nursing home shown at Bronson/Albert.	1	CH26	The base mapping is being updated to reflect new development and infills downtown.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Plan shows cars in bus lane – 24-hour exclusive lanes would be better.	1	CH26	Transit lanes will be exclusive during service hours.
Once train is in place must keep local bus 176 running on Merivale.	1	EM17	The city will evaluate routes and determine if alterations are required.
Contrary to the Terms of Reference for the EA (re: existing environment) I saw no indication that there was any evaluation of the existing and forecast air quality (AQ) along the routes for the various options (there is only one actual AQ station on Slater St. near O'Connor). This would be an important factor re: Bus and LRT on the same street. Point is that AQ would be improved if LRT replaced a bus line currently being used.	1	CH28	Air quality was considered in general, bus traffic produced less air pollution per rider than cars, and electric LRT is even less than buses. A detailed evaluation was not required to resolve which technology was best.
What choice, double or single track?	1	CH32	The city may consider as staging the use of a single track in areas that have no conflicts
What kind of speed for trains?	1	CH32	Speed will vary with respect to number and location of stops.
NRC spur is unnecessary and undue expense – use the LR line to serve it (assuming standard gauge).	2	CH34, EM16	Freight on the LRT lane will result in extensive wear on the LRT tracks, requires special treatment at stations for increased offsets.
City stated that promoting traffic congestion in downtown is acceptable method of encouraging drivers to use public transit. This seems absurd.	1	EM24	The City acknowledged that the only way to accommodate the ridership requirements was through mass transit.
City Council needs to take a more holistic view of transit – public and private. If the goal is to encourage people to take transit, there needs to be a disincentive to taking a car. The improved service by the O-Train will improve the situation but as long as parking is relatively cheap downtown and the federal government subsidizes parking, people will continue to drive / tax downtown parking.	2	CH35, 38	No Response
It is not benefiting enough of the population.	1	CH39	This is only one stage in a series of transit initiatives that the RTES has identified to service the population of Ottawa.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
At Bayview: The train and bus station must be co-located, and not dangerously under the bridges as shown./valuable real estate taken up, curve north of Transitway too sharp for rail will cause wheel wear and noise./ the City should purchase former NCC property south of Wellington, east of O-Train, west of Champagne St and North of City Centre property to improve alignment.	3	CH40, EM16, 23	The EA has considered the development potential of the lands and station location. Although a large curve is desirable for rider comfort, it results in large offsets between the BRT and LRT stations which are located on tangent sections of the alignment. The current concept is a compromise to reduce the offset of stations.
The main hub concept of north/south, east/west is not understood / proposed east west link doesn't make sense/does this mean a separate line east of downtown?	3	CH40, 45, EM25	No Response
There needs to be space for short-term parking, pick-up waiting. "Kiss and Ride" is not sufficient and is presently too far from the station.	1	CH40	Kiss and rides are proposed at the park and ride sites. The design team will detail the layouts.
In the morning there will be empty trains going to Barrhaven and in the evening there will be empty trains going to downtown – will the distribution of trains be adjusted?	1	EM24	The city will consider operational strategies that will minimize empty vehicles.
Ottawa should preserve its arable land and focus development on rocky, strong land (Stittsville)	1	EM29	No Response
A main street (à la Glebe) should be developed for Riverside South. Box stores should be avoided.	1	EM29	The city is in the process of establishing a development plan for riverside south.
When will there be a police detachment in Riverside South, we do not want to recreate the crime problem that exists at South Keys.	1	EM29	The city will consider the needs of expanding police services.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
This and the proposed line to Kanata is a wonderful plan for the former City of Nepean, but it ignores the existing needs of the entire City of Ottawa. What is needed now is a rail service from Lincoln Fields to Blair Rd. through the downtown core. Better to spend two billion dollars for something that is needed now than to spend one billion, two hundred million dollars for something that won't be needed for at least 20 years, and may never be needed.	1	CH42	The north south link is considered as the priority project as it will introduce a high-level transit service early in the development of Riverside South.
Too much emphasis on using existing infrastructure.	1	CH44	The use of the existing rail corridor will result in cost savings while providing an alignment that services the development sites.
Stations must be where one can use it.	1	CH44	No Response
I was a strong supporter of this project but am now reconsidering. Perhaps we should look at a sky train. If Vancouver could build one in the mid 80's, why can't we?	1	CH51	The EA considered an elevated rail but it is not compatible with the downtown core. It will produce a visual impact, have high maintenance and construction costs and structural foundations would impact the road and pedestrian movements.
How interact residential bus – transit bus/LRT.	1	JDC2	The city is reviewing bus routing to develop an operating strategy that will include LRT and BRT integration.
Why the change in the LRT. Difference in the original track flow as per Preferred General Alignment Functional Planning Study Final Report, dated Dec. 2003 re: the CJRC Radio Broadcasting Towers to latest U swing to the south between Spratt Rd. and Limebank. What is your justifiable reasoning! (See Figure 6.2, McCormick Rankin Co.).	1	JDC3	The urban planning team in the development of the urban design plan has recommended an alignment change that mitigates the impact on the towers, and maintains transit service to the development.
Will be living in Leitrim so the concept is great for me – one more car off the road if the bus runs to Leitrim station.	1	JDC5	No Response

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
I see no business case to support the investment. I see no capacity estimates for the system to compare with bus. I foresee chaos in the downtown core for the sake of moving a few thousand people on train rather than bus.	1	JDC8	No Response
Compared to Europe, this LRT service is sending mixed messages to the public.	1	JDC9	This LRT service is trying to blend with the mix of uses on the downtown streets.
Rush-hour/express users, or people who live in existing urban areas, won't see the benefit of reliability downtown.	1	JDC10	No Response
The recommendations of the Central Area Transitway Study should be implemented regardless of the route selected for the LRT.	1	JDC13	No Response
Express buses are a hugely popular and successful element of Ottawa's Transit System. Eliminating them entirely would be ill advised.	1	JDC13	The city is looking at ways to reduce the number of buses through downtown while maintaining a high service level for passengers.
The city's plans are lacking in originality for the possible future growth of the city. They have really not tried to make the transportation systems work with the people who use them. There is nothing in the plans that make me feel that the corridor will really integrate the city. It will just be used for commuting from home to work, and not promote the use of public transit to get throughout the city. You haven't even given any idea of how north/ south will integrate with east/west.	1	JDC14	The East-West study is underway and yet to reach the point in its study that will consider integration with the North-South LRT.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Not impressed with the overall vision for LRT as presented. Based on the materials presented, I do not have a good understanding of the impact of this system on the city as a whole. To simply say that further expansion will happen and that extensions to the system will occur, does not take into account the more immediate impacts of the proposed and built transportation lines will have on various Ottawa communities, the growth of outlying areas, and property values.	1	JDC17	The LRT is part of the overall TMP that supports the development of sites in Ottawa.
The NCC should be financially involved as this, if done right, would add to the beauty and functionality of the system.	1	JDC20	Funding is anticipated from both Provincial and Federal governments.
Light rail seems geared to suburbs and does not offer much to older neighbourhoods	1	EM8	Future LRT corridors will improve services to older communities along those corridors.
Prefer rail technology over bus; it provides a superior ride and permits better development along the corridors	1	EM8	No Response
Preferred staging 1-Riverside South, 2-West of Rideau River, 3-Lebreton	1	EM10	This corridor will be completed between Woodroffe and Rideau Center by 2009, thus staging options are limited.
Ecoview's Ottawa Sports Park should be kept on the agenda for the next phase of the LRT study; there are presently no major community sports facilities serviced by rail transit although the Ultimate Park could be on the south rail extension in the future	2	EM12, 16	The city will work with developers to ensure that all the potential for the LRT and developments can be achieved.
I think the LRT is a great idea for public convenience as well as reducing air pollution.	1	WBC7	No Response
Population and employment growth assumptions for LRT should be periodically re-examined to ensure sound decision-making.	1	PMC1	Will be considered
NCC would like to explore air rights over the Lebreton Station	1	PMC2	The city and NCC have over the past decade worked together to ensure the redevelopment of Lebreton Flats satisfies both their needs.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
I want to see leadership from the city on this issue.	1	CH35	No Response
The world's suppliers of oil are running dangerously low and we have created vast transportation infrastructures requiring people to travel around the city.	1	CH2	No Response
Consider using diesel trains to expand the O-Train now. Mayor announced that diesel service will be extended to Leitrim in 2006. Good. Let's do it!	1	CH31	Electric trains have been proposed for the ultimate network. Extension of the diesel vehicles will be considered as staging.
I hope that you have engaged the Communications Security Establishment at Heron/Riverside and Carleton University for their support.	1	CH35	The city has established an extensive number of consultation groups to assist in this project.
The city planners, design engineers and housing developers need to look to Europe to see how it should be done properly.	1	CH20, 21, 25	No Response
Staging elements also need to include electrification and double tracking.	1	JDC6	A staging task report will be included in the EA.
Leave O-train as it is—do not close operations for expansion; wait until Riverside South community is developed before additional tracks are added	2	EM7,10	The current O-train is not compatible with downtown options. An early introduction in riverside south is important in establishing early ridership patterns.
Stations should also serve as garages with urban communities served by figure-eight street care service; bridges should be designed for walking and cycling	1	EM8	The Strandherd bridge will accommodate pedestrians and cyclists.
Modern signaling system will preclude the need to twin the bridge over Hunt Club Road.	1	EM16	Modern signaling systems to reduce construction will be reviewed in the EA.
43 minutes from Barrhaven to Downtown is too long.	1	EM23	No Response
The frequency of trains has got to be good, especially during peak hours. (i.e. every 3 minutes in Montreal)	1	CH54	Frequency is to be 5 minutes at start and 3 minutes at build out.
Seize the opportunity to use the stations to display bold public. This will make the stations more pleasant and will get people talking.	1	CH54	The Design Team will seek input into the station design

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Take the opportunity to turn the stations into part of a bigger redesign of public spaces – i.e. combine a great public space/park with the station.	1	CH54	The Design Team will seek input into the station design
The initiative is moving too fast!	1	CH55	The Study is working within the timelines set by City Council
This rail system will encourage urban sprawl by giving access to unpopulated areas. Our (increasing) tax money should not be used to support this. / Rail should be built as the central community moves out – not through empty space.	2	CH58, EM32	The rail system is considered in the OP as an essential component to the orderly growth of the City.
The presentations are very confusing, with too much to look at, too much technical detail, very fuzzy computer images, too many plans and not enough perspectives. Is this done on purpose? As an experienced designer I am baffled.	1	CH59	No Response
To encourage ridership, you need to make not suing transit miserable – i.e. stop building roads and make the train faster.	1	EM33	No Response
EA Process			
In order to fulfill the federal requirements for an environmental assessment under CEAA the final report should include: applicable environmental laws, regulations and policies; description of existing environmental components; potential environmental effects of all the new construction on NCC lands in general; significance of effects; mitigation measures; significance of cumulative and residual effects and environmental monitoring.	1	PMC2	The Study will be completed to satisfy the CEAA requirements.
Planning process is too fast for such a large expenditure. Taxpayers should have had a greater input. The cost over runs could be very devastating on future taxes.	1	CH39	The City will monitor costs to ensure budget control.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Why, when diesel was hailed as such a big success after the pilot project, are we now deciding to go with electric? / What now happens with the \$10Ms spent on the diesel track/vehicles? What about the environmental benefits of diesel over electricity generation / cost?	1	EM32	The diesel was a success for the purpose it was intended. The vehicle is not appropriate for running downtown. The City may consider options such as selling the vehicles or using them in other corridors.
Other Areas of Route			
Greenboro station must be designed for easy transfers to the buses and east west LRT line.	2	EM16, JDC2	The Greenboro station design will consider the requirements of the E-W service. At this time that project has not resolved their station needs.
Further analysis needed on Dow's Lake tunnel area and access to the PWGSC Cliff Street parking lot/do not believe case for another track under Dow's Lake has been made / concerned about negative impacts on canal and Arboretum from double tunnel	4	PMC2, EM2, 16, 25	Twinning of Dow's Lake tunnel is required to provide for the service levels established for the system.
Support proposal to continue corridor east of Lebreton; support southern corridor and alignments.	1	PMC2	No Response
Gladstone station should be a priority that can be implemented relatively quickly and without great expense. Somerset will likely get much less use, at least given present population distribution.	1	CH47	The EA has identified station locations to serve the adjacent neighborhoods. The city will construct stations as the demand indicates the need.
Gladstone station should not be on the north side of Gladstone as it reduces its usefulness for local users	1	EM16	The station location will be re-examined.
NCC supports the alternative location of the Leitrim Station on the east-side of Albion Road south of Leitrim Road—if analysis determines the west side is preferred, policies of the Greenbelt Master Plan would apply when developing on Transport Canada lands.	1	PMC2	The EA is considering the two locations of the park and ride lots at Leitrim. Impacts on NCC and City plans will be considered in that discussion.
A transfer station (cross-over) on McKenzie King Bridge is going to be disruptive – and the continuation east has not been explained/train downtown not useful if it does not continue east.	5	CH34, JDC10, EM18, 22, EM24	A crossover west of the station being proposed. Future east extensions of the LRT will be examined in a future EA. This EA is not precluding easterly extensions.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
No indication of effort to accommodate connection to Carling Ave planned LRT.	1	EM22	The connection to the future carling LRT is currently proposed through passenger movement. The EA for the carling connection may consider track connections.
Lester Station—the NCC could only support a station on NCC land if the scale and design reflects its location in the Greenbelt and impacts on natural environment can be mitigated; better location may be on the west side of the railway line.	1	PMC2	NCC will be contacted during the detail design effort. The station proposed in the EA is contained within the railway ROW.
Carling Avenue station—landscaping must be re-instated following the future upgrading of the station.	1	PMC2	Landscaping will be considered in the detail design phase.
Boulevard and Wellington St access point would be poorly located on the inside of the curve; it would create excessively restricted access to this end of the Parliamentary/Judicial Precinct Area	1	PMC2	Alternative access to the cliff street parking lot will be considered.
Aqueduct/tailrace landscaped valley would be significantly impacted by the proposal; request a wider range of options to address NCC concerns.	1	PMC2	Alternative access to cliff street parking will be developed.
Re-consider the study area to bring the LRT to Greely.	1	EM3	Beyond the scope of this study but not precluded by this EA.
Create two hubs Lebreton and Laurier-Waller with streetcars running E-W; also want street cars on N-S routes along Bank.	1	EM8	The city is considering alternative bus routing to reduce the traffic downtown and take advantage of opportunities set out by the LRT.
Station on MacKenzie King bridge should not be a center island station. This will force every passenger to cross both the road and track.	1	EM16	Pedestrian crossing of the roadway will be controlled through traffic signals.
EA should include provision for a possible future station between Confederation Heights and proposed Walkley Station for Heron Park residents concerns with grade separation at the existing VIA tracks—do not want increased noise. Structure should be attractive and not detract from natural environment	1	EM6	Will be considered
Concerned about transit to Leitrim Station from Findley Creek development.	1	CH36	The city will review current bus routing to take advantage of the LRT

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Somerset station is an excellent idea.	1	JDC13	No Response
Include the Hintonberg Community population in the redevelopment of Bayview Yards as they are directly affected	1	CH2	No Response
Service to Airport, Lester Rd., Leitrim Rd. and to a station in Riverside South is clearly required. However, the priority must be service into Gatineau across the Prince of Wales railway bridge.	6	CH5, 29, 31, 32, EM10, JDC6	This EA will not preclude a connection to Gatineau.
I am skeptical about the ability to double track from Confederation to Bayview. I work in confederation Heights and know there will be opposition to the construction.	1	CH35	The EA will include double track and required rock removal to accommodate the construction.
Train should go east – west to serve existing need in Kanata and Orleans.	1	CH39	An EA is underway for that LRT service.
What happened to North side bus stop at Rideau Centre?	1	JDC1	Bus stops at the Rideau Centre are retained.
Will there be a turn around for trains beyond McKenzie King Bridge?	1	JDC1, CH14	The trains have controls at both ends so they do not need to turn around.
Should consider a route from Barrhaven to Bayshore.	1	WBC20	Not within the scope of this study
Leitrim has deep ditches and a high water table. The ground is very soft.	1	JDC22	No Response
Leitrim has a high rate of deer, turkey and other animal crossings. Please take this safety risk, and the high travel speeds into consideration.	1	JDC22	Will be considered
Consider traffic problems that will be created on Leitrim Rd., which is narrow, no shoulders, and is traveled by many heavy trucks and semis.	1	JDC22	Turn lanes will be added to Leitrim Road.
Cycling and Other Modes of Transportation			
Very concerned about the impact on cyclists. University of Ottawa is a major cycling destination from west end and Albert and Slater are the best streets. Adding trains will be a BIG concern / interferes with a major east-west cycling route.	5	CH9, 13, 30, 49, JDC1	Bicycle network impacts will be considered.

Table 1: Summary of Written Comments

Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
The closure of Mackenzie King to cyclists is not a good idea. Extensive measures have already been undertaken on Mackenzie King Bridge to accommodate cyclists – what is to happen to them? Alternate routes to bypass the bridge – Confederation Square and the Laurier Bridge – are not necessarily equivalent.	4	CH9, 17, 30, EM14	The current concept of LRT and BRT on the bridge will not accommodate cyclists in a safe manner. Other canal crossings will be considered such as Laurier and the new Somerset structure.
This project must be integrated with Ottawa Cycling Plan.	3	CH9, 17, EM11	The city of Ottawa will coordinate this effort.
Good bicycle paths to downtown fonder on no cross-town lanes! This should be addressed at the same time as the rail cross-town routes are designed!	1	JDC1	Cycle lanes will be considered in the plan.
Trains should be chosen to allow cyclists to use like the “Rack and Roll” as has been done for OC buses	1	CH9	The city will consider this in the purchase of the trains.
Please remember bicycle parking (more needed in current system).	1	CH46	Will be considered in the design.
I am concerned about the impacts on cyclists and whether bicycles will be allowed on the train-cars.	1	CH51	Currently, cyclists are allowed on the O-train. The city will consider if this practice should continue.
Maintaining and expanding cycling/walking pathway between Dows Lake and Young Street, and hopefully to LeBreton Flats should be a top priority. Expansion should not diminish the possibility of providing better recreational corridors and expanding/connecting the existing network.	1	CH47	The EA will attempt to retain existing pedestrian and cycle paths.
Tracks will create a safety hazard for cyclists/cyclist safety concern due to congestion	2	CH51, EM24	No Response
It's not at all clear that any consideration has been given to pedestrian/bicycle flows in designing the connections from Lebreton over the escarpment. People walk in this area. There have to be pedestrian crossing points between Booth and Bronson; otherwise, you're inviting trouble (cyclists, dog-walkers, etc...)	1	JDC11	The BRT and LRT through Lebreton Flats is proposed to be at grade. Any crossing of the system will be controlled.

Table 1: Summary of Written Comments			
Area of Concern	No. of Responses	Comment Sheet Ref. No.	Response
Some of the stops do not appear to be pedestrian friendly. The Riverside Drive - Heron Road area is an example. How does one get from the Confederation stop to the Data Centre building?	1	JDC12	The EA will not detail the pedestrian connections. The design team will be responsible for that work.
Need to consider bicycle lanes on Leitrim, as there is currently no room to bicycle on the road.		JDC22	

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