

----- Email no. 1 and response -----

De : etudedelouest

Envoyé : 25 juin 2020 12:17

À :

Cc : 'STOwesttransitouest@ottawa.ca'

Objet : RE: STO Proposal

Dear ,

We thank you for your message that received our full attention.

1. The STO project will not entail any shut down or impact on Line 1. However, it might require some construction work at the existing Line 1 stations if the final recommendations include the construction of pedestrian tunnels between the tram of Gatineau and Line 1 stations. Of course mitigation measures will need to be developed fully to reduce the impact as much as possible. Finally traffic studies are currently being carried out to measure the impacts of the proposed modifications. The integration of a tram would attract more users to public transit and therefore reduce the number of vehicles coming to downtown Ottawa, which in turn limits the traffic pressure exerted on several other corridors in the city center, as compared to not having a tram. Thus, traffic analyzes show that, in general, each scenario with a tram would improve future traffic conditions compared to the status quo.
2. The design of a tram on Wellington Street would have to be in line with the functional and security constraints of the area. A pedestrian tunnel at Lyon Station would be designed including the most stringent safety requirements. We noted also that integrating a tram on Wellington Street will likely significantly impact many of accesses to Parliament Hill in order for the tram to run efficiently and safely. Concerning the possible transit service disruptions due to demonstrations and other special events on Wellington Street, alternative arrangements would be required to ensure service continuity.
3. Allowing a certain number of buses to continue into downtown Ottawa, in addition to the tram, represents the most appropriate solution to achieve quality service and efficient operations. Depending on the scenario, the number of STO buses in downtown Ottawa would be reduced by 30 % to 70 %.
4. French is the STO's official language of business but it is obvious that efforts must be added in order to accommodate the English-speaker community. The steps we are going to take for this reason on our whole system will be communicated in subsequent stages, but we are fully aware of this issue.
5. We know that the tunnel integration under Sparks Street will face several challenges, including complex and lengthier construction with higher risks, significant underground constraints (utilities and foundations of adjacent buildings) or possible security concerns of adjacent federal institutions. All these challenges will be taken into account in order to minimize the impacts.

We thank you again for your message and send you our best regards.

The West End team

Société de transport de l'Outaouais

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De :

Envoyé : 22 juin 2020 20:11

À : etudedelouest

Cc :

Objet : STO Proposal

Hello,

I am a resident of Ottawa and I have a few questions/concerns with your proposal.

1. I don't think that any of your options are viable. Ottawa residents have been putting up with plenty of construction already in the downtown core and you expect to cause more construction. As residents, are we just expected to put up with it? How will you minimize impacts to Ottawa residents and what benefit will this tram/train offer to Ottawa residents?
2. What are the optics going to look like when a train going right in front of the parliament buildings if going with the Wellington Option? I just don't think its a good look. Also, what security concerns would it pose? Wellington is also a prime spot for protests, are we just then going to have trams stuck in the street when those are occurring?
3. I saw in the proposal that you still planned to run busses in the Ottawa area even after the tram was opened? Why are busses still needed if your planning to run the train all the way to Elgin St?
4. As you probably know, OC Transpo offers bilingual announcements on all routes and requires all drivers to speak french in order to accommodate our francophone community. If you're going to be running a train through Ottawa, what steps are you going to take to accommodate the anglophone community, not only on the trains/busses in Ottawa but on your whole system? I will not be supporting this project unless the STO can commit to bilingual announcements on its whole system.
5. The plan to run the train under Sparks St. As it is, businesses on Sparks are already struggling, I believe that the construction could be the last straw for a lot of locally owned businesses. How do you plan to ensure that this construction does not affect the hard-working small business owners that operate there?

I have CC'ed the councillor for my Ward. Although I do not live downtown, this project affects me and my commute. Councillor Meehan, I hope you take my concerns into consideration when this is put to a vote in front of the council.

Thank you for hearing my questions and concerns. I look forward to hearing from you.

Thank you,

----- Email no. 2 and response -----

De : etudedelouest
Envoyé : 6 août 2020 22:37
À :
Cc : STOWesttransitouest@ottawa.ca
Objet : RE: feedback on STO link to Ottawa

Dear ,

Many thanks for your email.
Please find below, in blue, our elements of response to your different points.

Best regards,

Project Team

De :
Envoyé : 19 juillet 2020 23:35
À :
Objet : feedback on STO link to Ottawa

Bonjour, hello STO,

I and my brother would like to submit the following feedback on the upcoming link of future STO light rail to Ottawa:

We still think and strongly encourage you to ask for and partner with OC Transpo/ City of Ottawa/ NCC to expand Bayview Station and use an enhanced Prince of Wales Bridge to connect both this first light rail line, and your current bus customers disembarking your Secteur Gatineau BRT at Tache-UQO, plus any plans you may have for a future rail connection along the preserved Secteur Gatineau rail line. To have a bridge already there (and just in need of repair and expansion) is a luxury many cities would long for. It will also be ultimately cheaper than the option of tunnelling under Sparks Street. To continue to ignore this existing potential link is irresponsible fiscal behaviour of both our Cities.

All of the bridges between Gatineau and Ottawa were considered for this study. As mentioned on the project [website \(http://sto.ca/index.php?id=839&L=en\)](http://sto.ca/index.php?id=839&L=en), the main reasons for the exclusions of the Prince of Wales bridge are the following:

- The Prince of Wales Bridge is too far from downtown Gatineau and not conducive to efficient service from that area, not only for transit customers from Gatineau's west end, but also for those coming from Ottawa
- The challenge we face is not the capacity of Bayview station itself, but the capacity of the Confederation line between the Bayview and Lyon stations (which is its busiest segment). Indeed, In the morning, users board the train mainly at the Tunney's Pasture and Bayview stations and descend in large numbers in downtown Ottawa beginning at the Lyon station. Introducing the customers from Gatineau's new system at Bayview would reduce longer-term capacity to accommodate growth in west Ottawa, Nepean, Kanata and Stittsville and could bring forward the need for another major rapid transit line from the west into downtown Ottawa.

For the above reasons, the Prince of Wales Bridge was ruled out as a viable option for the future dedicated public transit system. It remains an option for a secondary link for active transportation and future north/south transit to west of Ottawa's downtown.

To have a rail line that crosses the Prince of Wales bridge also opens up possibilities to connect to the Ottawa International Airport in one transfer.

This is well noted, and could be considered in upcoming possibilities such as extending the Trilium line. This proposal was one of the recommendations of the NCC led Joint Interprovincial Transit Strategic Study. The 2013 study recognised that the O-Train would not have adequate capacity to accommodate all the interprovincial transit demand and would not encourage growth in transit demand because of additional transfers resulting, the study concluded that the O-Train across the Prince of Wales Bridge did have a role to play in contributing to meeting future demand. The study also concluded that eventually, Ottawa's north-south LRT service could replace the O-Train extension.

More information regarding this is available in our public consultations' website (<http://sto.ca/index.php?id=838&L=en>) and particularly following subsection (<http://sto.ca/index.php?id=839&L=en>).

The primary thoughts of this connection are for the work commuter, but when coupled with the line's presence along Wellington (surface tram option), one must also think of tourism. To have an STO rail that ends at Elgin is not sufficient for tourism, because it essentially only connects Place du Portage and Parliament Hill (ignoring both the History Museum and the Art Gallery)...yet it is in plain view of the most tourist visited site in Ottawa (Parliament). Tourists will want to jump it only to find it doesn't go to where they are interested in.

Indeed, the possibility of extending the corridor to the East of Elgin was studied, however, different challenges were identified. These included for example significant impacts on traffic or the Rideau Street being renewed to become a complete street with active transportation and streetscaping, and insufficient space for the integration of a tram. More information regarding the different possibilities of locating the 3rd stations is available in the following sub-section of the public consultations' website (<http://sto.ca/index.php?id=841&L=en>)

I would also propose you and OC Transpo/ NCC/ Heritage Canada work on a hybrid or electric bus route that loops the "Ceremonial Circle" route in either or both directions, crossing both the Portage Bridge and Alexandra Bridge. On that circular bus route, museum passes could be accepted as transit transfers. During non-rush hours, it could also loop the trendy areas (Prom du Portage restaurants in Gatineau, St Patrick / Dalhousie Rideau in Ottawa). During rush hours, it could better focus on the major work areas. Yes, a loop route would mean another transfer for commuters, so frequencies would have to be high. Perhaps these electrified buses could operate along the Secteur Gatineau BRT route and end with the loop of the Ceremonial Circle so as to minimize numbers of transferring customers at Place du Portage. (A lesson learned from Ottawa that tried to get everyone to transfer at one hub like Tunney's or Blair). This would also aid BRT line customers since the line from Aylmer will already be too full to allow BRT people to board the STO light rail at Tache-UQO.

The interprovincial loop that you are proposing is similar to the proposal from the NCC led 2013 joint Interprovincial Transit Strategy. It serves other purposes. Indeed, the interprovincial loop using Portage and Alexandra bridges that you have described is an option that the NCC may consider if determined feasible in the context of the broader strategic framework of its Long term Integrated Interprovincial Crossing Plan currently being prepared.

Yours,