

# Ottawa Transportation Issues:



- 1. Ottawa LRT Plan (DOTT)**
- 2. Ottawa LRT Plan - Western Extension**
- 3. Inter-Provincial Crossings (Bridge)**
- 4. Inter-Provincial Transit Integration**
- 5. Lansdowne Live**
- 6. 417 expansion to 8 lanes east of Kent**

City Centre Coalition:  
Presentation to Jim Watson Apr 9, 2010  
John Verbaas: Chair  
Cam Robertson: Vice Chair

# 1. DOTT

## ■ Status:

- Passed by council 19-4 in Jan 2010
- EA completion expected Jun 2010

## ■ 2009 DOTT Plan

- A reaction to 2006 LRT plan driven esp by downtown business community
  - focuses on '5 star' solution for downtown core capacity/reliability and maximum reduction of bus operational costs (deep tunnel)
  - less focus on attracting new riders, hoped for through indirect benefits (less congestion in core ...but traded off by need for an extra transfer)
  - conversion of BRT route to LRT

2009 Plan's Trade-offs  
Did not Receive Sufficient Debate

# 1. DOTT: Issues with the Current Plan



- At least 8 years until the first rider (& first operational cost savings)
- 20 years before anything more than current plan (Tunneys to Bayview)
- vast majority of riders forced to transfer and:
  - how many people will actually experience a shorter end-end travel time than what today's system provides?
- less beneficial vs today for downtown residents
  - longer walk to fewer and deeper stations
- 10 stories underground for a mid-sized city!
  - No one who travels downtown will enter/leave system without mechanical assistance up through approximately 10 stories


Is this the best way to achieve a better solution for downtown?

# 1. DOTT: CCC Views



- CCC is pleased that the DOTT transit strategy is:
  - addressing core backbone throughput downtown
  - evolving to LRT with displacement of a large majority of buses from the core operations
  - evolving to trunk and feeders structure
- CCC would like to see:
  - a more thorough evaluation of other options for the downtown core (eg. surface LRT with removal of buses or shallower tunnel)
  - comparison of these variations including business case (promised Jan 2010)
    - reach further sooner --> get more new riders faster
    - start up sooner --> operational cost savings sooner
    - lower upfront capital costs
    - implement increased downtown capacity in steps as needed
  - more certainty on interprovincial transit strategy & its relation to the DOTT

## 2. Ottawa LRT Plan - Western Extension



- EA consultant selection process ongoing
  - delayed since Jan 2010
- Parkway vs Byron vs Carling Corridors to be evaluated
- Current LRT plan is biased towards assuming follow-through on Parkway corridor
  - eg. investment in xfer station being built at Tunneys
- Parkway corridor:
  - may yield a faster ride (peak time riders to downtown)
- Carling corridor:
  - holds potential for more intensification and ridership (serves a wider variety of riders throughout the day)

We're concerned about what appears to be a bias in the system design to serving 'beyond the greenbelt' riders

Ensure there is a full and fair assessment of the Carling Corridor

# 3. Interprovincial Crossings (Bridge)



- Phase 1: Genivar Study Completed Jan09
  - selected Kettle Island (option 5) from among 10 options
  - public & political reaction forces option 6 & 7 back into running
- Phase 2A: AECOM-Delcan Sep 09 to Jun 2010
  - design the methodology for a new study
  - more open consultation on evaluation process to be used
  - give more weight to social factors
- Phase 2B: Sep 2010 to 2012
  - follow Ph 2A designed process and select from 1 of option 5,6,7

# 3. East End Bridge - Assumptions

## ■ Challenge: Dual Requirements

- trucks: (2590/day) out of KingE/Rideau...but what %?
  - | NCC: appears to expect and is planning for approx 40% relief
  - | downtown: wants nearer 100% (excepting local deliveries)
    - will and can all trucks be forced to detour to east end bridge?
- cars: address 2031 deficiency ... but at what level?
  - | 2031 projected interprovincial deficiency city wide ~ 500 cars / pk-hr
    - but design for +2800 car / pk hr (85% utilization in 2031)
  - | lack of convincing historical evidence of rising traffic on McD bridge
  - | downgrading of projections:
    - 2003 TMP: +11% to 15,800 persons by car /pk-hr (AM)
    - 2008 TMP: +52% to 18,100 persons by car /pk-hr (PM)

## ■ No scope for discussion on requirements in Ph2A and 2B plans

Need Willingness to Discuss Assumptions about the  
Requirements

# 3. East End Bridge: Issues



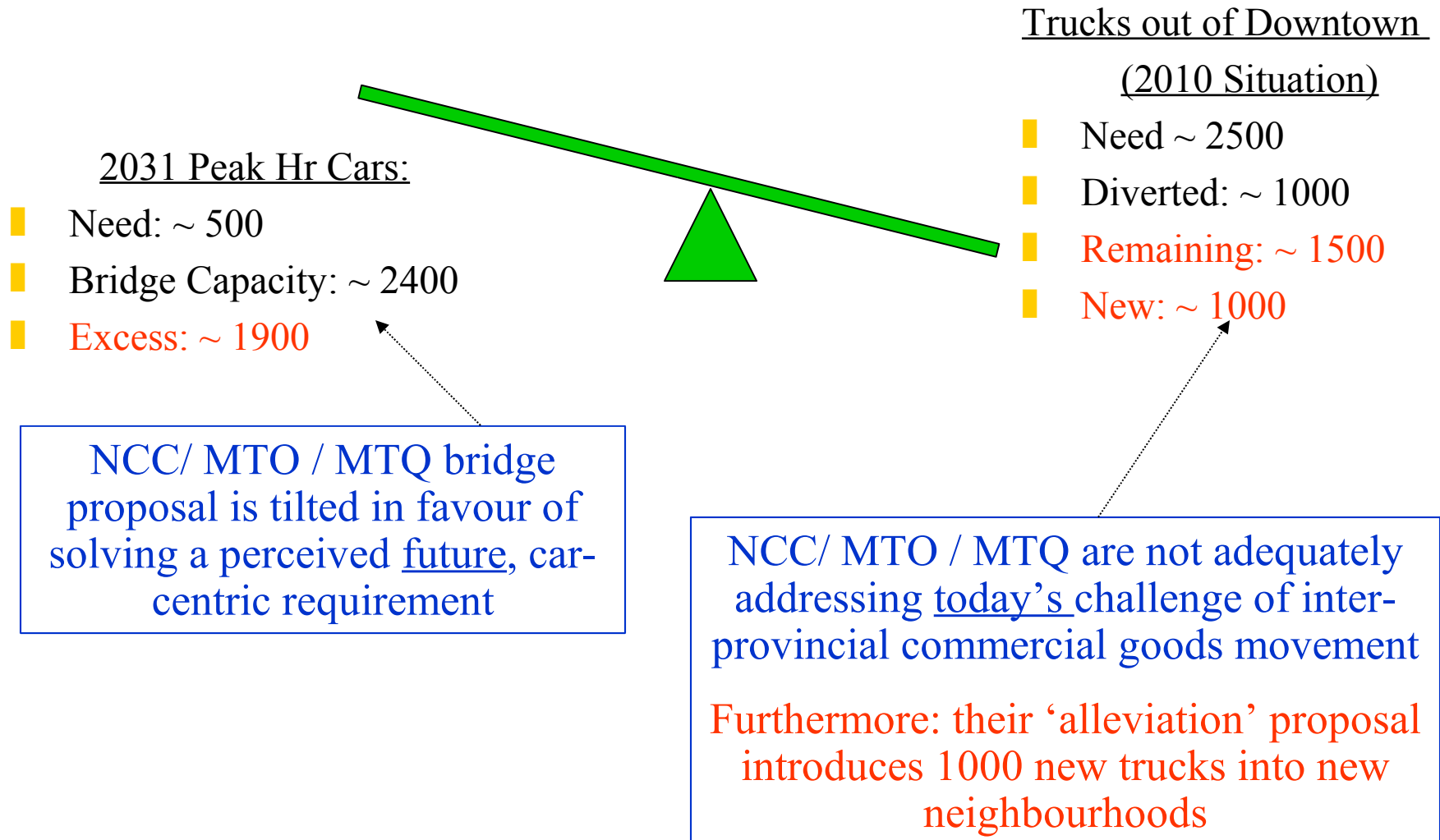
- Reality? Can both truck and car benefits be achieved by a new bridge?
  - We may have to choose which requirement is primarily driving the process
  - depending on the answer, may need new alternatives on the table
- Current process appears biased towards car requirements
  - Currently no open-ness to consider other alternatives

We need this kind of ‘back to the basics’ discussion  
with NCC

We need certainty on what is going to be done with  
trucks downtown..not ‘maybe this, maybe that’



# East End Crossing: Finding the Right Balance



# 4. InterProvincial Transit Study

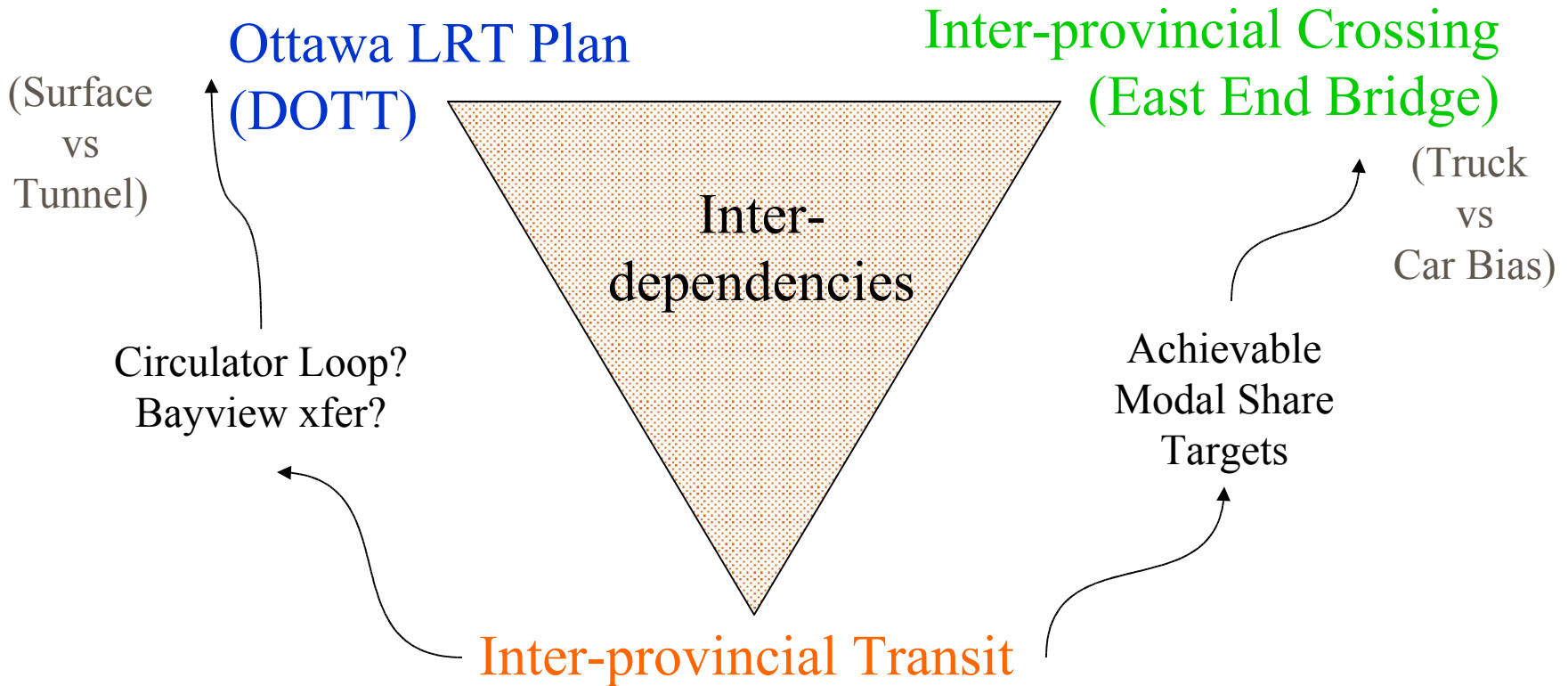


- Ph1: 2009: consultation = What does public care about?
  - Compiles results....a whole year!!
- Ph2: starting 2010
  - proposes 5 ‘pillars’ for integration (short, medium, long term)
  - tables (initially 6...more to come?) potential long term infrastructure projects...with no technical analysis yet on pros vs cons of each
- and...
  - no published Terms of Reference, no timeline on deliverables
  - no visibility of studies to be undertaken....Appears very loosely run
- This is an essential foundation for other transportation projects

Bring More Focus & Sense of Urgency on this Key Study

Better Tie-in to LRT plan and East-End Bridge plans

# Inter-project Dependencies



# 5. Lansdowne Live

- Final Transportation Study expected May 2010
  - --> council decision June 2010
- From Preliminary Study (Sep 2009):
  - 12% park at venue
  - 40% = 3200 cars park in local neighbourhoods
  - 18% use remote pkg lot shuttles
  - 20% use transit
    - ambitious considering nowhere near 2.2B\$ LRT investment or current transitway
  - 10% walk/bike=2000 people!= seems ambitious

These are poor transportation metrics for planning the investment of near 130M\$ in a revamped stadium in 2010+

This level of investment in a stadium requires a site with better transportation access

# 6. Queensway East Lane Expansion

## ■ Project:

- 1 extra lane each direction, Metcalfe eastward to Walkley
- other ramp safety modifications

## ■ Status:

- 2003 EA conducted
- 2008 MoE approval
- 2009 MoE indicates new lanes may be ready in time for use by City buses during transitway conversion to LRT (2017-ish)
- 2010 expropriation notices given for some of the ramp modifications

## ■ Impact:

- saves 5-10 minutes on commute time 2-3 hours of the day
- delivers 2000-3000 more cars into Ottawa downtown per day
  - (where to park them?...30K\$ per additional parking spot = 90M\$)

Extra lanes will be largely unused/ & unneeded 20 hrs/day

A poor payback investment in Ottawa Infrastructure

# 6. Queensway East Lane Expansion



- Comments: A lot has changed
  - EA based on yr2000 traffic and growth assumptions
    - | growth assumptions in Ottawa were almost halved in 2008
    - | 2.2B\$ east-west LRT plan is approved in 2009
    - | 10 years of new traffic data are available

Take the opportunity to review the project need and assumptions before going ahead

# City Centre Coalition (CCC)



- Focus on transportation and transit related issues affecting the central area of Ottawa.
  - Our objective is to work by consensus and to ensure that transportation issues affecting the downtown are viewed in their whole context, seeking to avoid situations where changes in one community might inadvertently move problems to other adjacent communities.
- Member Association List:
  - ASH - Action Sandy Hill
  - Dalhousie CA
  - Westboro CA
  - Glebe CA
  - Old Ottawa South CA
  - CUSA - Carleton U. Students A.
  - Centretown Citizens' CA
  - Hintonburg CA
  - Old Ottawa East CA
  - Dows Lake RA
  - CfSC - Citizens for Safe Cycling