

Questions LRT

1. Bus Detour along Scott

Time line start and stop dates.

The bus detour along Scott St. will start in June 2022 and end once revenue service has begun on the O-Train West Extension.

Pollution/ bus emission studies before and after.

The Scott St. bus detour will operate according to regular bus traffic along the Transitway.

Once revenue service has begun on the O-Train West Extension, bus traffic levels will be greatly reduced. Local bus routes will provide transit users with connections to LRT stations. Overall, the O-Train West extension will eliminate 450,000 annual bus trips from the SJAM parkway.

Noise mitigation along south side Workman especially west of Roosevelt.

Aspects of the design of the noise mitigation measures to be installed in this area are still being worked on and more information will be available prior to the start of the detour next June.

Will the Roosevelt pedestrian bridge be re-instated.

The Roosevelt pedestrian bridge will be reinstated in its original alignment following the conclusion of the Scott St. bus detour.

Note that the temporary bus bridge must be taken down, and the new pedestrian bridge built. As a result, there will be a delay between the

conclusion of the bus detour and the opening of the pedestrian bridge in order to allow the required works to be completed.

Will existing trees east of Roosevelt along Workman remain.

The majority of tree/vegetation removal in this area has been completed.

Over the course of construction, a need for further removals may be identified. Any occurrence of tree removals is accompanied by a public notice which is delivered to adjacent addresses and sent to subscribers of the project newsletter.

Replanting of trees in this area will occur once construction starts to wrap up.

Turning lanes for cars at Churchill, Island Park.

Existing turn lanes at these intersections will remain.

Construction of the Scott Street detour facilities may require temporary lane closures for repainting.

Will Scott have separate bus lane.

This Transitway detour will result in buses operating in general traffic along Scott Street between Churchill Ave. and Tunney's Pasture Station, although an exclusive eastbound transit lane will be provided between Lanark Avenue and Island Park Drive.

Speed limit of buses especially west of Scott.

The speed limit for buses along the temporary bus roadway between Churchill Avenue and Dominion Station will be no more than 50 km/h.

Through the Scott Street and Churchill Avenue intersection, the speed limit will be 40km/h per hour.

Will all buses use Scott any chance deadhead buses using the Parkway.

Deadhead buses will use routes other than the Scott Street Transitway Detour in order to reduce the pressures on the Scott Street detour route.

Any new traffic signals along Scott.

Two new signalized/protected intersections will be built along Scott Street. One at Scott Street and Churchill Avenue. The other at Scott Street, the new Goldenrod bridge and Smirle Avenue.

Traffic studies for Churchill and Scott intersection.

The Stage 2 Team will look into the history of any studies conducted at this location and share any available information.

West of Churchill extension of Scott what is the plan for bikes pedestrians.

The multiuse pathway which located on the south side of the existing Transitway between Churchill Avenue and Dominion Station will be maintained. It will be realigned temporarily to the south of the temporary bus roadway/Scott Street extension.

Will the MUP be re-instated west of Churchill on the North side of the transitway. Will there be lighting.

The MUP on the south side of the existing Transitway between Churchill Avenue and Dominion Station will be reinstated following the

conclusion of the Scott Street bus detour. The reinstated MUP will be a lit facility.

Note that following the conclusion of the bus detour, the temporary road must be torn up and the MUP rebuilt (including the installation of light poles, hydro connections). As a result, there will be delay between the conclusion of the bus detour and the reopening of the MUP in order for the required works to be completed.

Bike pedestrian access along Scott east of Churchill.

During the construction of the bus detour along Scott St. between Tunney's Pasture Station and Churchill Ave., cyclist and pedestrian connectivity will be maintained via the MUP on the north side of Scott St.

Will Workman be used for construction vehicles.

No, access to the construction site will take place at the SJAM parkway.

2.LRT CONSTRUCTION

Start and stop dates.

Construction work for the Stage 2 LRT West Extension began in 2019. Construction will end, and the system handed over to the City, in 2025.

Location of Westboro and Kichi Sibi stations.

Westboro Station is an existing Transitway station that will be converted/updated for LRT use. The station location remains unchanged. The new main entrance will be located on Scott Street and an entrance will also be provided on the north side of the existing

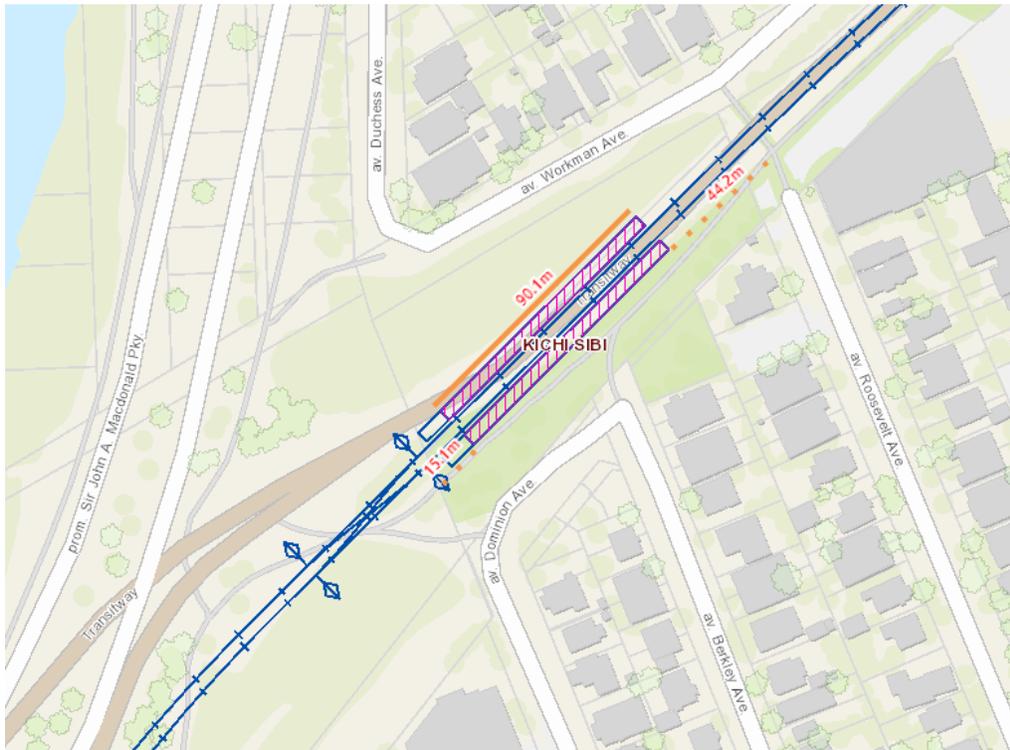
Transitway trench. North of the existing trench, and west of the station, a bus staging area to accommodate four buses will be provided.

Below are two artistic representations of the Westboro Station design:



The new Kìchì Sìbì LRT station will be located slightly east of the current Dominion Station. The location of Kìchì Sìbì station is shown in purple hatching in the image below. The blue line illustrates the track alignment. Residents can view the alignment of all O-Train Extensions

by visiting [geoOttawa](#) and selecting the “Rail Implementation Office” layer.



The station area will span an approximate total length of 100m. The station area runs parallel to Dominion Avenue, east of the pathway leading to the existing bus stop and approximately 44m west of Roosevelt Ave.

The artistic representation of the station below (for illustration purposes only) demonstrates that the most western side of the station area is where the public entrance plaza and main station structure will be located. The plaza will provide a public access for pedestrians and cyclists across the track trench connecting Dominion and Workman avenues.

The station platforms will be located below grade, within an open trench, underneath and east of the main station structure.



Noise at the stations, whistles, train announcements.

The operation of the train is not expected to be an increase above the noise of buses currently operating along the Transitway.

The volume of station announcements are within the noise levels prescribed by the City of Ottawa Noise By-law. Additionally, stations are equipped with multiple speakers to ensure that announcements are heard throughout the station, without requiring an excessive volume.

Due to ongoing technical issues with on-board cameras (used by train operators to ensure it is safe to leave a platform), spotters using whistles are currently deployed along O-Train Line 1 to serve as an added precaution until a full software solution is achieved. While there

is no end date for the use of spotters at this time, we can expect this issue to be resolved prior to 2025.

Lighting at the stations.

All O-Train stations have been designed to be open-concept, well-lit and easy to navigate.

Lighting at future LRT stations will be similar to what exists at current O-Train stations.

Track noise issue currently around Parkdale. Will this be taken into consideration for the trains west of Tunney's to Kichi Sibi.

Yes. Many lessons learned from the construction and operation of first stage of the O-Train Line 1 are being applied to the Stage 2 O-Train Extensions.

The catenary and track designs have both been reviewed and improved. Continued operations monitoring and issues resolution on the O-Train Line 1 continue to inform improvements for Stage 2 to avoid similar issues.

Landscaping along Workman, Duchess. Berkely and Dominion.

Station areas will be landscaped once construction is nearing completion.

Plans for Workman Ave after LRT construction, side walk, bike lanes traffic mitigation measures.

There are no plans as part of the Stage 2 LRT project to make any permanent changes to Workman Avenue, such as sidewalks or traffic calming measures.

Bike pedestrian paths to and from the Kìchì Sìbì station.

To the north, Kìchì Sìbì Station will be connected via multiuse pathway to Workman Avenue and the National Capital Commission pathway network along the SJAM Parkway.

To the south, Kichi Sibi Station will be connected via a multiuse pathway to Scott Street.

Signage for LRT beach.

While there are no finalized plans for signage between Westboro Beach and Kìchì Sìbì station, wayfinding is a key component of station design and customer readiness.

Within Kìchì Sìbì Station and the station entrance plaza, signage will be able to direct customers in the right direction toward Westboro Beach.

Opportunities for directional signage off transit property to/from the beach and Kìchì Sìbì station will be explored with the relevant City departments and/or external agencies, such as the National Capital Commission.

Drop off vehicle traffic around the Kichi Sibi station.

At Kìchì Sìbì Station, a passenger pick-up and drop-off (PPUDO) area will be provided along Dominion Ave. Rail traffic management staff do not believe that the pick-up/drop-off traffic at Kìchì Sìbì station will not appreciably change from what exists today. The train station will serve the same function as the bus station. Although the creation of a PPUDO as part of the LRT project will create a designated space for vehicles to stop, vehicles have likely been doing so at the bus station despite there being no official area.