

West Transitway Connections Environmental Assessment

Consultation Group Meetings

March 2010

Overview

- Introductions
- Roles and Responsibilities
- Project Overview
 - Background, Schedule, Study Process
- Corridors
 - March Road
 - Centrum-Fernbank
- Design Concepts
 - March Road
 - Kanata West-Fernbank
- Evaluation
- Other Items
- Next Steps

Introductions

- Study Team
 - City of Ottawa
 - Delcan
- Consultation Group Members
- Three Consultation Groups
 - Agency Consultation Group
 - Business Consultation Group
 - Public Consultation Group

Roles and Responsibilities

Consultation Group Members

- The Consultation Group Members will:
 - represent the interests of your group
 - attend all CG meetings
 - provide feedback on information provided and comment on ideas and issues raised at meetings
 - work with the City towards of a recommended solution
 - disseminate information to your organization/group
 - bring forward comments and suggestions from the group you represent to advance the project

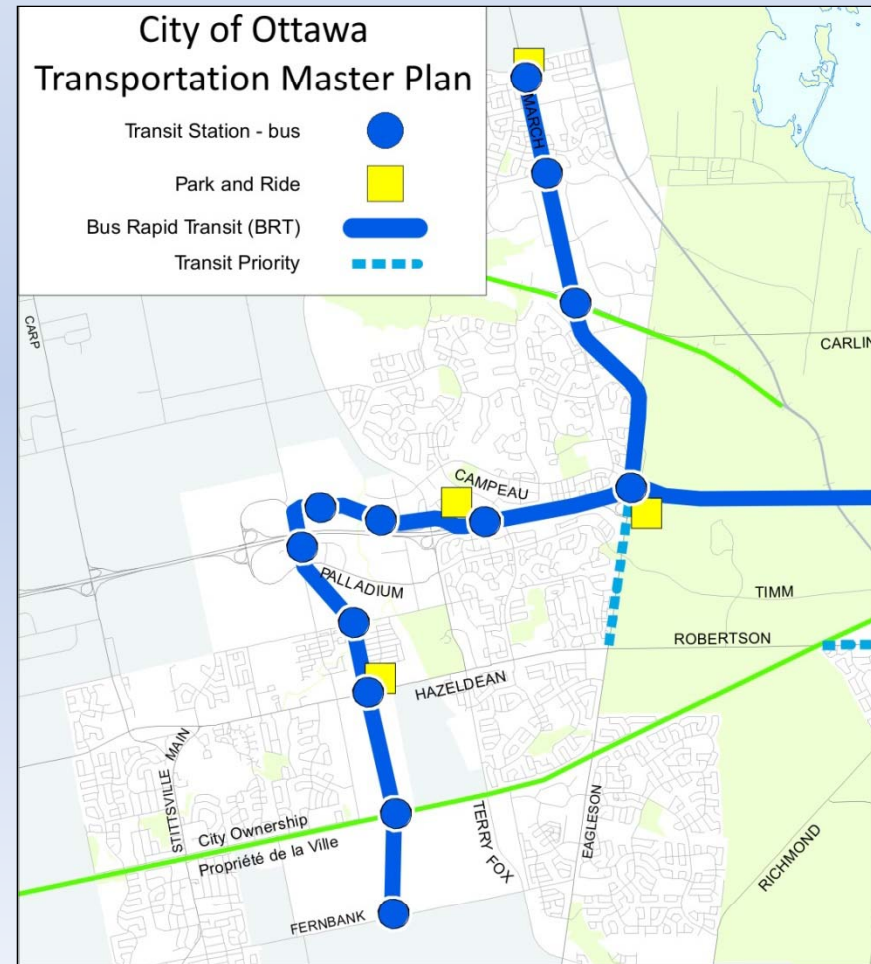
Study Team

- The Study Team will:
 - provide notification to members of upcoming meetings
 - provide meeting agendas and content materials
 - chair the meetings
 - prepare and circulate meeting notes

Project Overview

2008 TMP

- In 2008, Council approved an update to the Transportation Master Plan which identifies the west transitway as a BRT system



Western Transitway Connections

- The West Transitway Connections are a key component of the recommended interconnected system of rapid transit corridors
- The West Transitway Connections will now be completed as part of a BRT system
- Previous design decisions based on LRT technology will have to be reviewed
 - Station design and configuration
 - Geometric requirements
 - Stormwater management
 - Grade separations

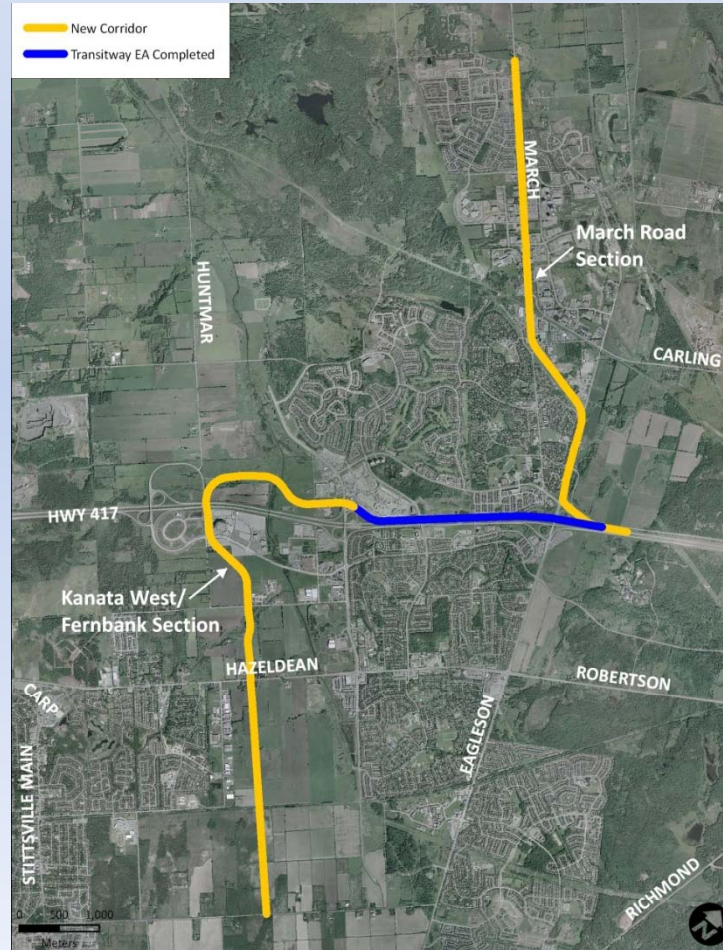
Study Process and Schedule

- Transit Projects Regulation (Ontario Regulation 231/08)



Corridors

Study Area



March Road Corridor



Transportation/Transit System

Transportation/Transit System: The purpose of this category is to compare the effectiveness of the alternatives to contribute to the success of the planned transportation systems.

Option1 – March to Klondike	Option 2 - March	Option 3 – Carling to March	Option 4 – Hertzberg to Terry Fox	Option 5 – Hertzberg to OCR
<ul style="list-style-type: none"> • single sided catchment potential • fair connectivity to pedestrian / cycling/ transit networks • least impact on transportation system capacity 	<ul style="list-style-type: none"> • best catchment potential • good connectivity to pedestrian / cycling/ transit networks • moderate impact on transportation system capacity 	<ul style="list-style-type: none"> • good catchment potential • fair connectivity to pedestrian / cycling/ transit networks • moderate impact on transportation system capacity 	<ul style="list-style-type: none"> • single sided catchment potential • good connectivity to pedestrian / cycling/ transit networks • moderate impact on transportation system capacity 	<ul style="list-style-type: none"> • least catchment potential • poor connectivity to pedestrian / cycling/ transit networks • least impact on transportation system capacity

Social Environment

Effect on Social Environment: This category encompasses criteria that assess opportunities to promote healthy communities, protect the enjoyment of the outdoor environment and/or preserve cultural resources in the corridor.

Option1 – March to Klondike	Option 2 - March	Option 3 – Carling to March	Option 4 – Hertzberg to Terry Fox	Option 5 – Hertzberg to OCR
<ul style="list-style-type: none"> will add development pressure to adjacent Open Space 	<ul style="list-style-type: none"> will focus development along March Road in the centre of the developed area (residential and commercial) 	<ul style="list-style-type: none"> will focus development along March Road in the centre of the developed area (residential and commercial) 	<ul style="list-style-type: none"> will add development pressure to adjacent agricultural area 	<ul style="list-style-type: none"> support future development of the Enterprise Area will add development pressure to adjacent agricultural area

Economic Environment

Effect on Economic Environment: This category encompasses criteria that assess either opportunities to promote existing and increased economic activity or the potential adverse effects on current business activity in the corridor.

Option1 – March to Klondike	Option 2 - March	Option 3 – Carling to March	Option 4 – Hertzberg to Terry Fox	Option 5 – Hertzberg to OCR
<ul style="list-style-type: none"> no support for Enterprise Area some support for existing business park 	<ul style="list-style-type: none"> high development incentives most supportive of existing development support for Enterprise Area 	<ul style="list-style-type: none"> high development incentives most supportive of existing development support for Enterprise Area 	<ul style="list-style-type: none"> high development incentives supportive of existing development support for Enterprise Area 	<ul style="list-style-type: none"> high development incentives supportive of future development support for Enterprise Area

Urban Form

Effect on Urban Form: This category focuses on accessibility within and to existing and future communities. Also considered is enhanced integration of regional facilities and development.

Option1 – March to Klondike	Option 2 – March	Option 3 – Carling to March	Option 4 – Hertzberg to Terry Fox	Option 5 – Hertzberg to OCR
<ul style="list-style-type: none"> shared hydro corridor creates potential problems for future LRT conversion 	<ul style="list-style-type: none"> good TOD opportunities (primarily infill / redevelopment) strong focus on existing communities uses existing transportation corridor 	<ul style="list-style-type: none"> good TOD opportunities (primarily infill / redevelopment) strong focus on existing communities uses some existing transportation corridors impact on rail corridor 	<ul style="list-style-type: none"> some TOD opportunities (primarily infill / redevelopment) uses existing transportation corridors 	<ul style="list-style-type: none"> good TOD opportunities (Enterprise Area) focus on future communities impact on rail corridor uses some existing transportation corridors

Natural Environment

Effect on Natural Environment: The focus of this category is to assess the potential effect of the alternative alignments on elements of the natural environment such as fisheries, wildlife, natural vegetation and key natural features within the ecosystem.

Option1 – March to Klondike	Option 2 - March	Option 3 – Carling to March	Option 4 – Hertzberg to Terry Fox	Option 5 – Hertzberg to OCR
<ul style="list-style-type: none"> • adjacent to woodlot • requires new infrastructure corridor 	<ul style="list-style-type: none"> • within roadway corridor 	<ul style="list-style-type: none"> • within roadway corridor 	<ul style="list-style-type: none"> • within roadway corridor • adjacent to greenbelt 	<ul style="list-style-type: none"> • within roadway / railway corridor • adjacent to greenbelt

Cost

Cost: The criteria in this group involve the identification of the economic factors associated with an alternative alignment to determine whether it is an acceptable solution to those who will ultimately pay for implementation and to identify public sector capital funding needs.

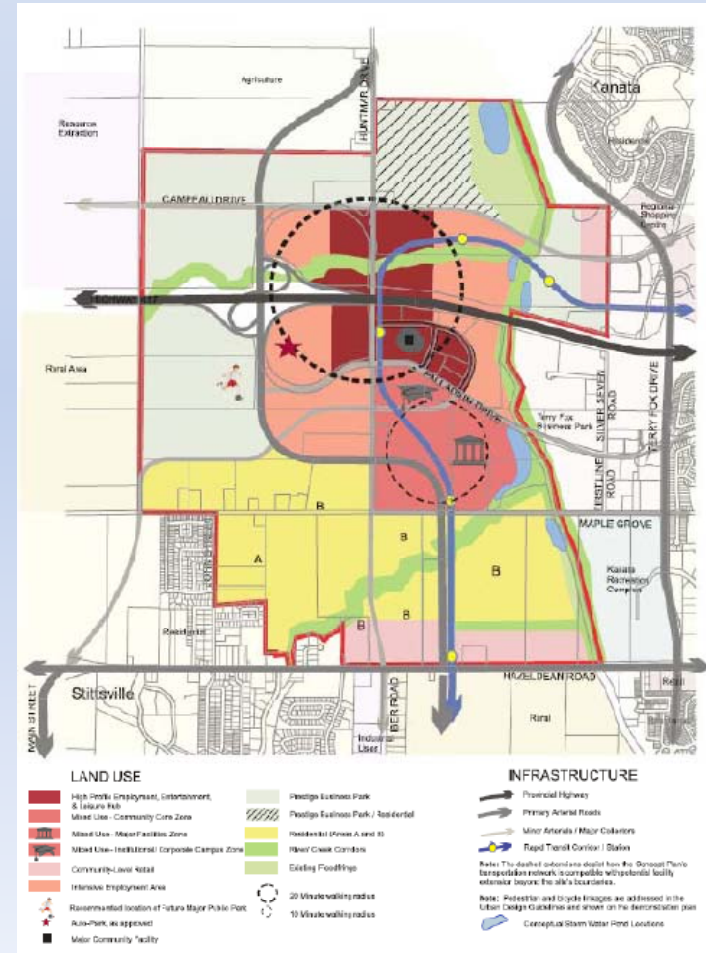
Option1 – March to Klondike	Option 2 - March	Option 3 – Carling to March	Option 4 – Hertzberg to Terry Fox	Option 5 – Hertzberg to OCR
<ul style="list-style-type: none"> • some land acquisition cost • acquisition cost for utility ROW 	<ul style="list-style-type: none"> • limited land acquisition costs • shortest and most direct route 	<ul style="list-style-type: none"> • limited land acquisition costs • acquisition costs for railway ROW • most expensive rail grade separation 	<ul style="list-style-type: none"> • limited land acquisition costs 	<ul style="list-style-type: none"> • acquisition costs for railway ROW • limited land acquisition costs

Preferred Corridor

- Option 2 – March Road
- Best serves the existing development
- Offers opportunities to support future mixed use development

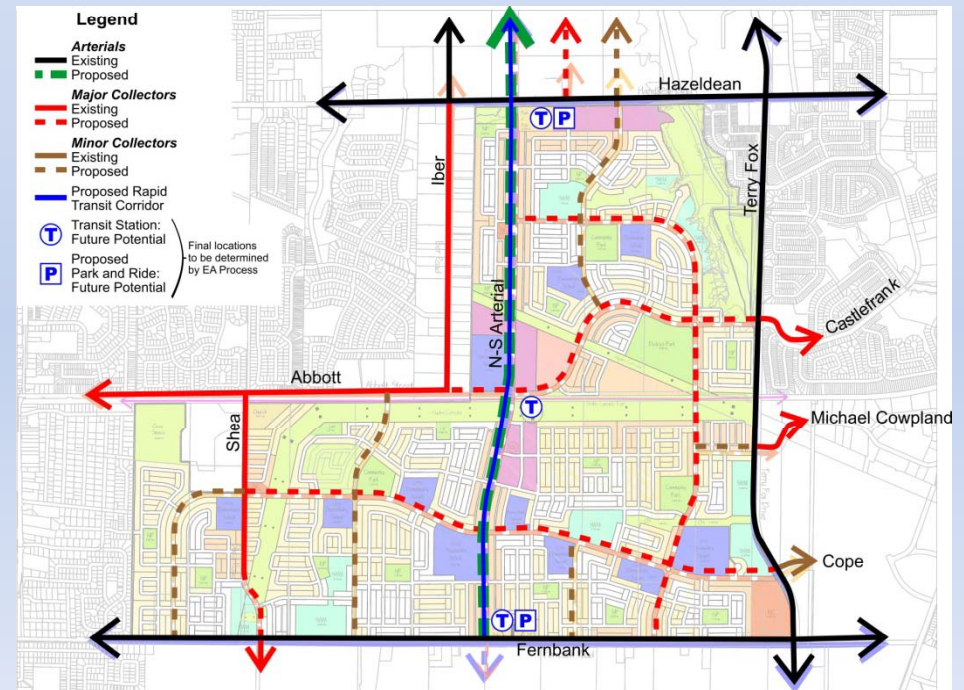
Kanata West

- The transitway passes through roughly the centre of the community and was identified crossing Hazeldean adjacent to the North South Arterial
- Stations were located at Didsbury, Campeau, Scotiabank Place, Maplegrove and Hazeldean



Fernbank

- The preferred location of the Rapid Transit Corridor was identified in the median of the North-South Arterial
- Stations to be located at Hazeldean Road, Abbott Street and Fernbank Road



Design Concepts

March Road

- Two alternatives were identified:
 - Interior Transit Lanes
 - Exterior Transit Lanes
- Both options primarily make use of channelized right turn lanes
- Grade separations are currently only being considered for the railway crossing due to the relatively low volume of buses
- Station locations are oriented around major intersections

Design Drawings

Centrum/Fernbank

- Alignments set through previous Planning Studies
- Options have been developed for the transition from adjacent to the roadway to the median

Design Drawings

Evaluation

Evaluation Criteria

- Compatibility with Existing and Future Road System
- Ridership and Transit Operations
- Geometrics
- Compatibility with Existing and Future Communities
- Effects on Noise, Air Quality and Vibration
- Soil and Groundwater Considerations
- Effects on Natural Features
- Constructability
- Capital Cost
- Land Acquisition Requirements

Other Items

Next Steps

- March 25th public open house
- Comments received will be reviewed and summarized to provide input into the design and EA process
- Preferred Design Concepts will be selected and further refined to determine design details and impacts
- The results will be presented at the second open house schedule for later this spring

Discussion/Questions