

“AS WE HEARD IT”

Comments and Questions from the Rail Construction Program’s Connectivity Review Study for the East Extension

Summary

Local community leaders were invited to a Public Advisory Committee virtual meeting in early April to discuss connectivity options to LRT stations along the East Extension to the Confederation Line: Montreal Station, Jeanne d’Arc Station, Orleans Station, Place d’Orleans Station, Trim Station.

Then, this information was made available online, for feedback from the general public between April 10th and April 24th. This collective feedback is noted in this report.

General themes include:

- Providing safe pedestrian crossings that are protected from vehicular traffic
- Providing safe cycling connections to and around LRT stations, that are protected from vehicular traffic
- Maintaining vehicular traffic, and providing vehicular connections to LRT stations
- Providing adequate and safe bicycle parking
- Ensuring bus stop locations are well situated for quick transfers

There will still be some refinements and issues to resolve but we continue to move forward to get the best solution for pedestrians, cyclists, transit users and motorists as they navigate to, from and around the new transit stations.

Community members are always welcome submit questions and feedback on project activities via stage2@ottawa.ca.

Acronyms:

MUP – Multi-use pathways

PPUDO – Passenger Pick-up and Drop-off

General Comments

“As a Ward 1 resident that bicycles year-round for transportation (while using OC Transpo during significant winter weather), I am generally excited and thankful for these proposed project enhancements.”

“I am extremely happy to see cycling infrastructure on all the bridges [as part of the Stage 2 Project], otherwise it would have been quite a long time before we saw change.”

“I support all the proposals (especially the reconfiguration of the Jeanne d’Arc and Orleans Blvd overpasses to include cycling facilities).”

“If you want riders to actually take the train, there needs to be FREE PARK-AND-RIDES built at every train station. I cannot emphasize this enough. Without park-and-rides, it takes longer to get to/from the train than for the public to drive to work - which will certainly make people not want to take the train. (You’ll lose riders and lots of money!!)”

“Looking at the plans for Highway 174, I was extremely shocked to see that the highway itself would not be

widened. Highway 174 will need at least 6 traffic lanes minimum. By not investing now, it will cost taxpayers millions more in the future to re-widen the highway.”

“Highway 174 ALREADY needs to be widened by 1-2 lanes in each direction. The traffic is ridiculous. Do not build close to that highway - Make sure there is room to widen that highway.”

“None of the stations have enough room to park bicycles.”

“For all train stops, I would like to see the removal of all slip lanes. I am usually travelling with my 3 children and I am concerned for our safety due to the high traffic volumes and speeding. I ask that the City makes all crossings safe by raising them, properly separating infrastructure, and either reducing speed limits to 30kph or engineering the traffic patterns to eliminate fatalities due to minor operator error.”

“Since there appears to be very little parking available at most of the proposed stations, people are going to have to rely on the local bus to get to and from the lrt. I think that, unless the bus service can be upgraded to provide a reasonable level of service, a lot of people will continue to drive downtown instead.”

“In the East End, driving is not an option. With the LRT positioned in the median, either walking or possibly biking is the only option... And while bikes might be appropriate for youth, or even middle age, the senior citizens are disenfranchised for access, except (hopefully) by bus.”

“To me the biggest issue re: accessibility to the train is to provide spaces for park & ride. Most people would like to avoid a first 30-40 min bus commute to one of the 5 stations. If there is no possibility for park & ride I think you can expect lower interest from Orleans residents in taking the train.”

“I expect to be dropped off at a station by car off rush hour when the buses are less frequent. I hope there will be efficient "kiss n ride" areas at all the stations.”

“Based on the description on the city of ottawa website I'm glad that pedestrian and bicycle access to the new stations is being increased. Improved usability will increase use of this new infrastructure.”

“I would like to suggest that these bridges be widened to three lanes, to allow one lane for buses arriving and departing at the stations. If that is considered too expensive, I would recommend that at the very least, the stations be built in such a way that adding a third lane later will not require rebuilding them.”

“LRT stage 2 is fantastic. One idea that would be good would be to widen the Jeanne d’Arc bridge and Orleans Blvd bridges”

“We need more protected and enclosed platform to wait for the train because on both side of the highway is the fast moving lane. Also when there is a freezing rain or wind gust nearly 100 km/hr or when the temperature gets below -10 it will be very difficult for passengers to stand in the platform even for 2 min.”

“I have a significant concern about bike safety though and don’t feel this project is forward-thinking enough. It still seems to prioritize motorized vehicle access/traffic rather than sustainable modes of transportation (walking/biking) and the level of safety to protect cyclists is not high enough.”

“Cycling to the closest LRT station is a really attractive idea for me, but I worry about my bike being stolen

while I'm at work. I don't think it's realistic to bring my bike on the train, because of space issues, so I would chain my bike at the station. Additional safety measures like video cameras monitoring the bike parking area, security guard surveillance, or a registration system, would be possible solutions.”

“In general I am very much in support for these new connections that will be made. With the lifespan of these bridges being longer than 10 years it is important that these connections be made now. There is one major concern that I still have with some of the station designs. That is pedestrian and cycling crossings over roadways. We need these crossings to offer the safest possible designs to prevent future death and long term injuries to those that are using them. Some of the designs still include crossings on highway on/off ramps.”

East Extension General Questions

Will we have the bus lane open for additional traffic?

The existing bus lanes on Highway 174 will remain in service until after the East Extension is opened to transit customers. Then, the space used by the bus lanes will be reallocated to provide proper left and right shoulder widths as per Transportation Association of Canada standards for safe roadway design.

Are you able to estimate the level of traffic delays along Highway 174 during construction?

All existing Highway 174 traffic capacity will be maintained during construction in peak hours. There will be lane reductions to complete construction work in off peak hours. Delays attributable to construction during peak hours would simply be as a result of traffic driving more slowly through the construction zone.

Will anything be done with the “What We Heard” report with respect to implementing any changes or will it simply be documented.

The Stage 2 LRT Office is currently conducting a Connectivity Review for all three extensions, east, west and south and will take all comments into consideration. The goal of this connectivity study is to enhance measures that have already been included in the Stage 2 LRT project and ensure alignment with the ongoing Transportation Master Plan study. Feedback from the Public Advisory Committee, and all public engagement, will be assessed by the City's internal Technical Advisory Committee to determine if improvements are feasible.

Montreal Station Comments

“Ensure extra safety precautions are put in place for pedestrians coming from said bus stops.”

“Concerns about travelling through this area with children. High traffic volume and speeds. Must make sure all crossings are safe, and infrastructure is properly separated. Perhaps a reduction in the speed limit.”

“Two crossings are still concerning. 1. On ramp for vehicles on Montreal Rd eastbound accessing 174 westbound. Cyclists must dismount and walk your bike. Access is not a sharp corner, vehicles will be accelerating. Must have on ramp meeting Montreal Rd at 90 degrees and have crossing closer to Montreal Rd. Reduce traffic speed. Raised crossing. 2. On ramp vehicles on St Joseph Westbound accessing 174 Eastbound. Same concerns.”

“I wanted to express support to the connectivity enhancement team's proposed addition "E" to the Montreal Road station. Providing an opening to connect the east-west Multi-Use Pathway to the corner of Shefford Road

and East Acres Road is a relatively small task that would have a large impact on increasing the neighbourhood's access to the Multi-Use Pathway and LRT station.”

“I just wanted to register my support for both of the “Proposed Enhancements” to the Montreal Rd Station.”

“Montreal Rd eastbound accessing the 174 westbound on ramp crossing - Change to a 90 degree connection with Montreal Rd. With a raised crossing to reduce vehicle speeds even further. St Joseph Blvd westbound accessing the 174 eastbound on ramp crossing - Change to a 90 degree connection with St Joseph Blvd and raise the crossing.”

“I live in Beacon-Hill South, and have some concerns about the Montreal Rd station. I have limited mobility, especially in the winter, and I find the walk up/down the hill from the corner of Montreal Rd/Shefford Rd to the 174 transit stop to be difficult... I wish there was a more direct/closer route...”

“The configuration of the stop in general is overwhelming. As such, the various pedestrian and cyclist access points seem incoherent and could cause confusion and safety issues. I will speak from experience that PXOs are very dangerous as they are not followed by drivers regularly.”

“All highway on/off ramps and the Beacon Heights Retirement Residence entrance should connect to Montreal Rd at a 90 degree connection. To facilitate reduced vehicle speeds. All pedestrian and cycling crossings of on/off ramps and the entrance of the Beacon Heights Retirement Residence should be raised to decrease vehicle speeds while crossing.”

“These intersections [Montreal Rd & Shefford Rd, and St. Joseph Blvd & Bearbrook Rd/Sir George Étienne Cartier Parkway] should be updated to fully protected intersections.”

“Crossings should be set back from the intersection to allow turning vehicles to have a better view of individuals crossing the road while turning. Set back stop lines for vehicles so that pedestrians and cyclists are ahead of vehicles and in full view.”

“It would be very helpful to have a way to go under or over the 174 on ramp on the southwest side of the station to avoid likely accidents between cars and pedestrians and improving traffic flow on to the on ramp and back ups beyond the East Acres and Montreal Road in the peak morning rush.”

Montreal Station Questions

Just wondering where the buses will drop people off at Montreal station?

At this time bus shelters on Montreal Road are proposed to be just offset from the LRT station entrances on either side of the road, at the Highway 174 bridges.

You will want to make sure the crossing at the onramp here is well done, as this was an issue at Jean D’Arc. Also because the seniors home on the corner is for independent living and those older folks are carrying groceries or using mobility devices.

The City has planned to add specific safety features to improve this for pedestrians and cyclists, including the addition of a Pedestrian Crossover (PXO), and a “raised crossing”, which slows vehicles as they go through this zone.

Will there be passenger pick-up and drop-off (PPUDO) spaces at Montreal Station?
The speed and volume along Montreal Road is too high to allow for a formal PPUDO.

Are these formal crosswalks or mid-road crosswalks?
The crosswalks across right turn channels are Pedestrian Crossover (PXO) controlled, and the others at intersections are fully signalized.

I thought yield control was not allowed on on-ramps under Ontario Highway Act?
This is correct, and why the pedestrian crossover was added to the design for this crossing of the westbound on-ramp (from eastbound Montreal Road).

Can you remind us how long is the ride from Blair to Trim by bus now, before with 95, and in future by LRT?
Estimated LRT travel time is between Trim and Blair is 17.5 minutes during the week, and on weekends, and 22.5 minutes late at night. Please follow-up with octranspo.com for bus service information.

Can you clarify the cycling infrastructure running along Montreal Road from Bearbrook Road, including the multi-use pathway (MUP) bridge across Green's Creek?
The existing bike lanes on St. Joseph from the future station to Bearbrook Road will be upgraded to be buffered bike lanes. This provides additional space between the vehicular lanes and bike lanes. The east-west MUP which crosses Montreal Road will link Blair Road to the Sir George-Etienne Cartier Parkway via a new pedestrian/cycling bridge over Green's Creek.

The current pedestrian/cyclist access through the construction zone is dangerous. It has "Walk Bike" signage. Or did before the quarantine.
Specific concerns with construction can be raised to the Stage 2 office via the email stage2@ottawa.ca, or through your City Councillor. For context, the existing "peds yield to traffic" signs crossing the free-flow on ramps are in accordance with existing provincial standards and City practice.

Jeanne d'Arc Comments

"While I generally support the new design, I find this station to be least impressive and most dangerous for vulnerable road users. While a new, short MUP is being installed, there is still no safe, separated infrastructure to access this new MUP. The station is basically on an island surrounded by speeding motor vehicles."

"Support removal of slip lanes. One slip lane still exists on the south west side. Would like it removed or change to a 90 degree intersection with Jeanne d'Arc, with the crossing moved closer to road so that vehicles speeds are at their lowest when crossing."

"Eliminating the ramp without adding an additional (3rd) turning lane at the lights to turn right onto the west bound 174 is a bad idea. Traffic, including the buses getting people to the LRT station, will be seriously backed up and delayed. Jeanne d'Arc Blvd already backs up south past Voyageur Drive, especially during the Winter."

"Support crossrides. Support MUP connection."

"I am very disappointed to see the absence of enhanced connectivity from the Vineyard /Voyageur

neighbourhood to the Jeanne d'Arc Station in this design review.”

“The grades accessing Jeanne d’Arc station will cause speed differences between pathway users. More concerning when bicycles are travelling downhill [vs. pedestrians].”

“Please add more bicycle parking. There will be more people biking now that they would have to transfer to a train anyway and buses are less reliable lately.... there should be a drop off/pick up area. People will find other ways to do this if there isn’t one designated. And when they do, they are not always safe. We know people will do it. They do it now already.”

“Must have exemplary bus connections for suburbs north of Jeanne d'Arc Blvd “

“174 eastbound off ramp accessing Jeanne d'Arc Blvd Southbound crossing(to Bob MacQuarrie) - Remove this slip lane and use the current intersection.”

“Would like a barrier between vehicles and cyclists/pedestrians where possible. Help to discourage pick up and drop off on the bridge.”

“Build a multi-use path between Jeanne d’Arc station and Sir George Etienne Cartier along north side of Highway 174 which will then connect to the proposed multi use path from Sir George Etienne Cartier parkway to Montreal Road.”

“No Pathway between Sir George Parkway and Jeanne d’Arc Station [along north side of Highway 174]. Advocate to put it in the new Ottawa Cycling Plan.”

“Jeanne d'Arc Station MUP should continue south to connect to Grey Nuns Park Pathways.”

“Currently on Jeanne d'Arc cars drop off in the bus lane (stopping buses) or do U-turns. With LRT stations, this will just increase the traffic in front of the stations and there will be accidents”

“The lack of substantial PPUDO or Kiss and Rides at most stops is alarming, especially at the Jeanne d'Arc station. For years, that station has seen extremely high volumes of pick up and drop offs given its location between two very large communities and their lack of appropriate bus service.”

“As a long time user of Jeanne d'Arc, I concur with the reconfiguration of the on and off ramps to provide safer access for pedestrians and cyclists. Larger sidewalks and MUPs are welcomed, though... snow clearing will likely prove to be an issue and be dangerous to said pedestrians if they are on the sidewalk when a plow comes by.”

Jeanne d’Arc Questions

It is confusing how wide the sidewalk will be. Is it 2m on each side as written in words or the cross section says 3m on one side and 4m on the other? Which is it? I hope they will be very wide. I also hope you put fencing or something to protect pedestrians in the event that a car veers off the road.

In the Stage 2 Project Agreement, sidewalks with a minimum width of 2.0m are required on either side of the Jeanne d’Arc Bridge. As part of this connectivity proposal/consultation, the City is proposing modifying the

median and driving lane widths, which would provide more space for an even wider 3.0m sidewalk on one side, and a 4.0m multi-use pathway (including curbs) on the other.

Can you confirm whether some sort of barrier will be a required between the multi-use pathway (MUP) and the northbound vehicle lanes (similar to the Champlain Street cross-section)?

There is a 1m buffer space reserved which meets standard guidelines. Whether a continuous barrier will be used, will be determined through to process of reviewed road designs, once completed.

During the early planning stage I recall being told that there would be a walkway to the station from Vineyard Street. Further we were told that a property closest to the overpass would be expropriated to provide the walkway. Is this walkway still in the plan?

Providing a cut through pathway for homes on the south end of Vineyard is not included in connectivity plans at this time due to costs involved.

Is the Jeanne d'Arc bridge scheduled to be replaced 6 years after LRT opens? The narrow sidewalks can't handle current pedestrian load.

There are no plans to replace the Jeanne d'Arc bridge in the next 10-15 years. Minor updates to the bridge, including a reconfiguration of the roadway, are planned as part of LRT construction.

What work on the westbound on-ramps north of the future station will occur this year?

As part of the Stage 2 Project, vehicles entering Highway 174 westbound will be required to make right hand turns onto the on-ramps, at the signalized intersection. This will result in better safety for all road users including pedestrians/cyclists as they go pass through these areas. This modification will slow traffic through the area, in keeping with the City's prioritization of active transportation modes as set out in multiple planning documents.

Will there be passenger pick-up and drop-off (PPUDO) at Jeanne d'Arc?

Current volumes and speeds along Jeanne d'Arc are too high to allow for a formal PPUDO on the bridge. The existing PPUDO location at Bob McQuarrie will remain available for use.

What is the current speed on the Jeanne d'Arc bridge? I don't believe this will be safe. You also can't clear the snow now from this bridge, so how will you be adding more into the same space?

The current posted speed limit is 60 km/h. The proposed roadway cross section has been reviewed by various City departments, and is determined feasible. Snow clearing/removal is an operational issue, which the proposal and subsequent road design will take into account; elements included allow for the City's snow removal equipment to operate along all facilities.

Do you know if there is a planned MUP west of the station, on north side, to the Parkway (existing gravel road)?

This is a utility road not a MUP, and it is not within the scope of the Stage 2 Project. The City only has a very narrow right-of-way along the Highway, and all other lands belong to the NCC.

The bike areas will accommodate total of 20 bikes - cyclists arriving and not having any room what will they do? Can the closed on-ramp towards west not accommodate more bikes?

The Stage 2 Project Agreement calls for space to be reserved to double the amount once needed. Further OC Transpo's operational policy states bicycles can also be brought onto LRT trains via a designated train door;

accessible fare gates, elevators and bicycle troughs along station stairwells can facilitate maneuvering through stations. This would also permit cyclists to park their bike at their destination, if needed.

The drive drop off/pick up areas, during the winter with accumulated snow (and no one biking) is quite limiting with the amount of people living in the convent Glen area (voyageur drive) who don't have regular bus service (unfortunately residents prefer it that way). Can part of the closed ramp (as stated in Q1) be used to allow more cars to wait for pick up?

The reconfigured Jeanne d'Arc Bridge will not include any formal passenger pick-up or drop-off (PPUDO) spaces, and we do not recommend (currently or in future) that residents stop on the bridge. Instead, formal PPUDO be offered at Orleans Boulevard, and would certainly be possible at the Place d'Orleans and Trim Station park and ride lots. Informal pick-up and drop-off is permitted at side streets where stopping is permitted. In the coming years OC Transpo will complete a significant amount of bus service planning (including consultation) to connect local routes to new LRT stations.

The study does not mention how a passenger at Jeanne d'Arc station will move between the train and the bus. Will passengers board buses and disembark from buses immediately above the rail station, on the bridge, as is planned for the Orleans Blvd station?

When the East Extension of the LRT system is in operation, bus stops will be on the Jeanne d'Arc bridge, just offset from the LRT station entrances. That said, bus stops along the eastbound and westbound highway ramps will likely remain for when the train is not running, such as overnight hours when OC Transpo is running night bus service. The specific details of OC Transpo's bus service post-East Extension project completion is not yet available; they will be completing a significant amount of bus service planning over the next several years.

The proposed road configuration from Orleans Boulevard should be adapted for Jeanne d'Arc. There will be passenger pick-up and drop-off (PPUDO), many more bicycles, pedestrians, and buses?

The proposed Orleans Boulevard model is not feasible for Jeanne d'Arc; due to the highway interchange, the number of vehicle lanes needs to remain the same as there are today. Consequently, we have optimized the space available for pedestrians and cyclists to the extent possible within the space available.

What are the plans for public accessible washrooms?

Public washrooms will be located at Place d'Orleans and Trim Stations. Generally, public washrooms in the LRT network will be provided at terminal stations and high-volume transfer stations, and built within industry best practices and the Ontario Building Code to ensure customer security and safety.

Orleans Station Comments

"Support the new design."

"I can understand the desire to provide a MUP on the east side (bidirectional access to bicycle parking, existing MUP alongside the south side of the highway east of the station), however the MUP just doesn't quite "fit" into the overall concept, creates several awkward sidewalk/cycle track/MUP transitions, and would probably result in southbound cyclists on the MUP riding the wrong way on the short northbound cycle track adjacent to the station."

"Must have exemplary bus connections for suburbs north of Jeanne d'Arc Boulevard"

“The Orleans stop, not to be confused with the Place d’Orleans stop, is a welcome addition, as long as it is properly serviced by buses. This stop has the appropriate PPUDO spots, only if the bus service is frequent.”

“I do worry about the bike lane, as it runs between the bus drop off and the station. From experience, this could cause issues for bike riders and pedestrians as there would be frequent issues of pedestrians disembarking buses and potentially being mowed down by cyclists.”

“Concerns about pedestrians running out/in of the station to be picked up and dropped off, during bad weather. Cutting across a cyclist’s path quickly. Perhaps supply shelters at the Pick up and Drop off area. Would like a barrier between vehicles and cyclists/pedestrians where possible. Help to discourage pick up and drop off on the bridge in undesignated areas.”

“I am against having this [vehicular] drop-off zone because you will have cars pulling in and out here, with buses going over and other drivers who simply do not want to use it. This is actually quite dangerous from a vehicle standpoint (even if the cyclists are somewhat protected). I believe this "drop-off zone" will create a certain level of unwanted vehicular traffic. By creating this zone, we are accommodating vehicles (at every train stop in Orleans) and the whole point here is to get away from using the vehicle in order to reach the train station.”

“There is a major walkway on the southside of the 174 from Orleans Blvd to Place d’Orleans. It has very high usage but it difficult to navigate in the winter as it is not plowed.”

Orleans Station Questions

How many bike parking spaces will be at Orleans Blvd?

20 spaces will be provided. OC Transpo’s operational policy also permits customers to bring their bike on the LRT system, via designated train doors.

Where will passenger pick-up and drop-off (PPUDO) be located?

Formal PPUDO spaces will be located on the bridge, behind the bus bays. There will be three designated spaces on each side of the bridge.

Why would the multi-use pathway (MUP) from the west side not go under the bridge as opposed to force people to cross on the boulevard at a dangerous spot, to carry on the existing east part of the MUP?

There will not be a MUP constructed west of Orleans Blvd as part of Stage 2.

How far will the two-lane configuration of car lanes go? How will the transition (from 4 to 2 lanes) be managed?

Traffic volumes on Orleans Blvd are sufficiently low that a two-lane configuration can handle traffic volumes. As part of Stage 2, the two-lane configuration will extend to Fortune and Lumberman. The City’s Transportation Planning Office is studying the feasibility of extending the lane reduction further, as a possible future project.

What is the expected lifespan of the Orleans Blvd bridge? It is relatively easy to replace until it is over a train track, with a station and part of new bus routing.

The Orleans Boulevard bridge was constructed in 1982, and designed with a lifespan of 75 years. It is currently generally in good condition. The City is not planning for any bridge replacement the foreseeable future (35-40 years).

What is the foot traffic to the 3 local high schools that could be served from this station? What percentage of their students are future LRT riders from West and East? They would all be on local school routes now, but I think all 3 schools are in the walking distance boundary.

These schools fall within the Orleans Blvd station catchment. This is why the City's Transportation Planning Office is studying the potential for this corridor to be a cycling route to connect the station to schools along the street.

Was there a study done on how many people would use this station? In particular the kiss and ride? Do you see a back log of cars waiting to drop off?

Extensive studies were completed to determine estimated volumes at all stations, which will also be impacted by OC Transpo's service planning. Three passenger pick-up and drop-off PPUDOs spaces in each direction will be available, and vehicles will not be permitted to stop in vehicular traffic lanes.

How could additional bike parking be added?

Similar to other stations, the Project Contractor is responsible for preserving space near station entrances to double the amount of bicycle parking when required by future demand.

If people need to cross the street, where will they do that? Some of those homes have gates along their back fences.

Station entrances are located on both sides of the street to serve transit customers. Non-transit customers would be able to cross the street at Fortune Drive or Lumberman Way, as is the case today.

How will people biking on the south-west multi-use pathway (MUP) take the train? They will need a crosswalk or stairs/elevators on both sides of the bridge?

Station entrances with stairs and elevators are located on both sides of the bridge.

Will any of the bike parking be sheltered?

80% of all bike parking installed at Stage 2 stations will be sheltered.

What about wayfinding and signage?

OC Transpo will be developing wayfinding and signage in the coming years as the project progresses.

I am concerned about this little greenspace [off Bonaventure Terrace] as there is no lighting and the path that has been worn is very steep up to Orleans Blvd and is really not safe?

The City is aware there is an informal path up the bridge embankment to the Orleans Boulevard Bridge. This path will not be blocked as part of the Stage 2 project, however it will not be formalized or encouraged either. Formalizing it would require creating an accessible path (very gradual slope) via a bridge/ramp structure with switchbacks and lighting. This would be costly and have an impact on the nearest residents.

How far along Orleans Blvd will sound barriers go?

Sound attenuation walls will be installed on both the east and west sides of Orleans Boulevard, along the north and south sides of Highway 174. Design work for these barriers have not been yet been completed by the project contractor, therefore we do not yet know exact placement, set-back, materials or final height for each segment.

Place d'Orleans Station Comments

"Recommend the sidewalk on the west side of Champlain Street is continued north of the westbound ramp all the way to the Park and Ride intersection."

"Bike parking should be in high traffic areas to discourage bike theft."

"This is a stop that seems would not have adequate bike parking available, given 40 spots would be shared over the [multiple] locations."

"Would like the planters barriers to be placed between vehicles and cyclists where possible. Additionally could help to discourage pick up and drop off on the bridge."

"Support the new design."

Place d'Orleans Station Questions

What is the pedestrian volume that this design can handle vs the projected rider volumes? The bridge is not that wide and the elevator and stairs at both ends are too old, narrow standards.

The existing stairs in the bus transfer building are being demolished. A new link into the fare-paid zone brings passengers from the existing pedestrian bridge into the new LRT transfer building (located east adjacent to the existing bus transfer building). The new LRT transfer building (in fare-paid zone) will house new stairs, elevators and a new pedestrian bridge linking the LRT to the bus terminal. Passenger circulation modelling will be completed to simulate/demonstrate that generous public spaces have been achieved in the station design and that the level of service required has been provided. The passenger circulation model is required to be designed to AM peak hours for the year 2048 ridership projections: ~5000 passengers per hour.

For all paths between Blair and Trim, will lighting be added? Looking at this from a gender equality lens. *Lighting is not provided everywhere but is prioritized in key locations providing specific and direct access to stations, that significantly reduced the walking distance from the immediately adjacent community. Once work on pathway designs advance we'll have a better idea of where exactly lighting can be achieved.*

Will there be bike parking other than on the bridge? If so, where? And how many spots will be available? *40 bike parking spaces will be provided in total. Bike parking will be located from the Champlain Bridge, as well as on either side of the pedestrian bridge; concentrated at the existing Park and Ride lot, with some additional spaces at the entry plaza just north of the Place d'Orléans Shopping Centre.*

Will the paths around Place d'Orleans be lit and therefore winter maintained or just seasonal open? *The City's general winter maintenance policy is to prioritize winter maintenance providing pedestrian and bicycle access directly to transit stations. Plowing does not fully depend on dedicated MUP lighting. Road and other lighting sources in the area are also considered. All pathways built as part of the Stage 2 project will be built to a standard permitting plowing, but this is ultimately an operational decision. RTM plows LRT stations themselves, OC Transpo plows at and immediately around bus stops/infrastructure and City Roads plow other MUPs that are winter maintained.*

Will there be access to handicapped parking on both sides of the bridge?

Accessible and non-accessible parking are only provided on the north side Park and Ride lot, in the existing quantity.

Will the pedestrian bridges at Place d'Orleans and Trim be designed wide enough to allow cycling across?

At Place d'Orleans and Trim the bridges are intended for pedestrian use and will be sized appropriately for pedestrians.

How will you configure the 2nd bridge to not provide fare-paid access to the buses?

Continuous (non-paid) access to the shopping center and park and ride lot will be maintained through the existing red pedestrian bridge. The new pedestrian bridge will be completely within the fare-paid zone, which provides access to the fare-paid bus facility, and LRT station. This is better visualized by reviewing the station conceptual rendering here: <https://ottawa.ca/en/planning-development-and-construction/major-projects/stage-2-light-rail-transit-project/confederation-line-east-extension#place-dorleans-station>.

Are the elevators at both ends of the existing bridge slated for upgrade or just maintenance? We have learned at St Laurent and Blair that old small elevators are bottle necks.

The elevator in the existing bus transfer building (south of Highway 174) will be removed. Access to the fare-paid bus station will only be possible through the fare gates via the new bus/LRT transfer building, where there will be two new elevators. The elevator in the existing park and ride bus station building (north of Highway 174) is not being modified and will continue to be maintained. Passenger circulation modelling will be completed to simulate/demonstrate that generous public spaces have been achieved in the station design and that the level of service required has been provided. This is better visualized by reviewing the station conceptual rendering here: <https://ottawa.ca/en/planning-development-and-construction/major-projects/stage-2-light-rail-transit-project/confederation-line-east-extension#place-dorleans-station>.

Elevators at both ends are bottlenecks. The bridge is not a ground level on the North side either. What is the height from station to bridge? Number of staircases? Number of elevators and their volume and provision for emergency exit.

Passenger circulation modelling will be completed to simulate/demonstrate that generous public spaces have been achieved in the station design and that the level of service required has been provided. The west LRT station concourse level is just under 12m above platform level, and the east station concourse level from the Champlain bridge is just under 6m above platform level. One escalator, one stairwell, and two elevators provide access to the platform level from these east and west entrances respectively.

Very happy to hear that Champlain Bridge will be reconfigured. Will it also be replaced?

The bridge was built in 1995 and last rehabilitated in 2017. This bridge does not need to be replaced, but the roadway will be reconfigured to increase pedestrian and cycling safety.

So if I understand properly there are no lit pathways to heading to Centrum/Shenkman area? For those that take transit to shows?

The new multi-use pathway (MUP) being provided from Place d'Orleans station to Centrum Boulevard will be lit by the existing streetlights on Place d'Orleans Blvd.

Will heating be added to North side station as it becomes more important? Do some future routes end on North side or all on south side?

There are no plans to add heating to the station facilities on the north side. The addition of heating to existing

bus shelters is for OC Transpo to determine. Heating is provided in Transecure areas on the platform at all LRT stations.

Concerned about safety crossings particularly for seniors and those using mobility aids. Can you please describe?

As with other controlled crossings in the City, any crossing point introduced or retrofitted through the Stage 2 LRT project will be designed and installed to meet the accessibility requirements in the province of Ontario (AODA) and the City of Ottawa (COADS). They will have appropriate lighting levels, tactile walking surface indicators (TWSIs), and all signalized crossings will include audible pedestrian signals to assist the visually impaired. Pedestrian signals will be timed in accordance with City of Ottawa standards.

Can we rename this station now? Too confusing to have both Orleans and Place d'Orleans. OC Transpo will be undertaking a Stage 2 station name review that will involve a public consultation on station names and will finish with a report to the Transit Commission. Timing is to be confirmed.

Will residents be able to access this bridge during station construction?
Access for road users will be preserved during construction.

Trim Road Comments

“Somehow fast-tracking a pedestrian bridge from the station to the north side of the Highway would probably be more worthwhile.”

“My suggestion would for Trim Rd would be to build the pedestrian bridge to the north side of the 174 immediately, using the funds saved from not building the second structure at Place d'Orleans.”

“Trim Rd was already redesigned once without adding it [an interchange] or taking into account the changes that will now have to be made for the train. How much was wasted there? Now we're going to redesign it again, knowing that it will eventually have to be done a third time to add the interchange.”

“There is mention of a realignment of Trim road. I would like to see more details on that as I have a home near the current Trim/North service road intersection.”

“At Trim Rd, not much detail is provided regarding the segment of realigned Trim Road north of the 174.”

“Concerns about intersection at Trim Rd and Highway 174. Needs to be a protected intersection.”

“Large safety concerns about slip lane for exiting the highway 174 eastbound to access Trim Rd. Vehicle speed will be high. Needs to be removed.”

“In your improvements I did not see mention of connectivity to Cite Collegiale.... This important connection should be maintained and improved if possible, by finding a shorter walking distance. As well, a direct, short as possible multi use path to Petrie Island should be included as it is a local destination.”

“Create connections for pedestrians and cyclist to access Dairy Rd. I work on Dairy Rd and many of the workers access the plant by using Oc Transpo.”

“What would be really encouraging for my fellow residents taking transit would be a ...future pedestrian bridge connecting to the north side of Highway 174”

“The Trim road changes are also concerning given their substantial changes. Splitting up the parking to force people to walk across a main road will prove dangerous as people attempt to find short cuts or park illegally.”

Trim Road Questions

At Trim station could you show more of the Trim road re-alignment south to the connection with the existing road?

The Stage 2 Project Contractor hasn't submitted detailed road designs for the realigned Trim Road. Once these designs are submitted to the City, and reviewed for compliance with the Project Agreement and all applicable road design standards, it will be released to the public.

How will access to the station be provided to and from the north to Jeanne d'Arc, including Petrie Island and Brigil?

Pedestrians will be able to walk from the station, south over the new pedestrian bridge, towards the realigned Trim Road using the sidewalks/pathways provided. The signalized intersection at Trim Road & Highway 174 will allow pedestrians to cross to the north side, and connectivity will be maintained over to the intersection with Jeanne d'Arc Boulevard. The new pedestrian bridge between the bus stop and future LRT station is being future-proofed for expansion of the bridge in the future.

Where is the passenger pick-up and drop off (PPUDO) area for cars, pedestrians, and Para?

The PPUDO will be located within the park and ride parking lot. Operational details within the park and ride will be designed at a later date, but all of these features will be included.

Is the auto dealership on Trim Road a partner to this plan? Did they expect the frontage to be removed? Is it a "temporary" building?

The realignment of Trim Road and the park and ride area will not impact accesses to and from the auto dealership.

Is there space to park a train to the east of the station to avoid train traffic issues with dead trains?

Yes, there will be tail tracks east of the station.

Considering the multi-use pathways (MUPs) installed along Trim, and the anticipated bike volume from college and to and from Petrie, how many bike parking spots will be allocated?

Trim will have 60 bicycle parking spaces available, and will have space reserved to double this quantity of spaces in the future.

Will the Trim Park and Ride lose any parking spaces? Will there be designated handicapped parking slots?

Existing parking capacity will remain the same, which will require adding some parking spaces on the east side of the realigned Trim Road. Designated accessible parking spots will be provided per all applicable legislation.

What is the current car parking capacity?

1067 spaces

Is there a crossing or light between overflow parking and the station?

Yes, there will be a traffic signal with pedestrian crossings, and a crossride.

I did not see how the current lighted paved pathway between the Trim Road park & ride lot and the Cardinal

Creek residential community will be connected to the new Trim Road LRT station? Will that pathway have to cross the new Trim Road via a grade level lighted crossing?

Yes, the pathway will cross at grade level intersection, however the Project Contractor has not submitted a road design for the City for review, therefore we do not have the details available. Once a design is submitted, and reviewed by the City, it will be shared with the public.

Will the bus station remain operational during construction? Where will the bus stops be once the train station enters revenue service?

The bus station will remain operational at all times during construction. The final bus stop location will be towards the north end of the station, to minimize walking distance for passengers connecting to LRT.