



“AS WE HEARD IT”

Scott Street Detour Public Meeting

Tom Brown Arena

April 4th, 2017



Table of Contents

As We Heard – Summary of event and questions	page 3
Full Question and Answer Session	page 5
Feedback Forms	page 9
Emails – Stage2@ottawa.ca	page 15



Summary:

- 120 bums in seats
- 32-minute presentation
- 1-hour Q/A
- CTV in attendance, broadcast live from the event and interviewed Chris Swail.
- Councillor Leiper 'FaceBook Live' the event

General comments/concerns:

- "Great information presented on the boards with knowledgeable staff to answer all of my questions."
- "I support this exciting project. I recommend closing access to Westboro Beach access from the community and replacing it with an access from SJAMP."
- "Thank you good session."
- "Very good presentation."
- Looking for assurance about cycling/pedestrian connections during construction
- Concern about loss of trees
- Questions about staging and length of impact

Summary of Questions:

- We haven't heard from you. You work with Workman but not with me. Too much construction on my street now coupled with the station construction. What are you going to do for us?
- What considerations have you thought about related to the intersection at Island Park Drive/Scott for Cyclist? Specifically, on Island Park Drive N/S.
- Thank you for a very detailed amount of work. I would like to see a summary full copy of the syncro study before this goes to tender. Island park and Scott is a very busy intersection. I think a WG for the area is a great. Big concern is cut through traffic off Scott through many of the neighbourhoods. Is it part of the syncro study?
- Is the MUP on the north side of Scott street going to be redone? Would you consider putting segregated ped/cyclist pathway?
- Please include the Island park community association in the discussion. Has anybody looked at the lighting (signals)? What are you doing with the sidewalk on the south side of Scott?
- I live on Ross; traffic is often backed up. Please look at the situation. What will be done to Scott afterwards. Complete street? We need to have a complete plan or else we'll end up with a mishmash of efforts.
- At the end of 2023 will all stations be opened together? Could we expedite construction up to Lincoln Fields and then reduce the detour time.



- What about Westboro Station? Is it big enough to bring all the buses through to it?
- When will the next WGs be started up again?
- What about construction parking, how will that be managed?
- EB 194 Scott Street (Adam's Moving) will the bus stop block our business?
- Small woodlot a dominion and Berkley. What discretion will the contractor have to affect that woodlot?
Will we have access to the go/no go areas?



FULL Question and Answer Session (FULL)

Q: We haven't heard from you since last fall (at Workman). We're right beside it with no sound barrier. Dust and pollution.

Leiper- You'll be dealing mostly w/ construction impacts from Dominion Station. Want to make sure everyone sees the plans. Your impacts will be similar.

Q: I have been asking for design of Dominion station for years. I see now that it has been moved without informing us. It's now 10 times as big. How many years will this be ongoing?

Swail: No change since we last reviewed this at working group. Foot print was not changed at all. Detour will be 26 months with construction beginning 7-8 mos prior.

As for noise: No place for a noise wall on that side so far because it will be a very minor noise increase.

Wheeler: Despite the fact that the noise source is higher, it's being moved further away which is why mitigation is required. There is not a lot of excavation required for this construction.

Carol: Reforestation?

Wheeler: Not a lot of revegetation will be required, we can talk more about that if you want to see more.

Q: Cyclist safety when doing enhancements at Scott and Island Park? The North South lanes

Swail: We are considering doing eastbound traffic similar to how it is elsewhere on Scott. Enhanced MUP on westbound side.

Q: What about cycling lanes on Island Park. Cyclist crossing northbound will come into path of cars turning right. How are you considering cycling safety?

Wheeler, Swail: Marc has been leading the study to look at connectivity. Planners are working to ensure safety at intersections. Contractor will submit detailed plans for review and approval. Safety is at the top of the list.

Leiper: I don't think we have an answer for you tonight. Encourage attendees to sign up for Cllr's newsletter for updaters.

Q: Can I see a summary of the synchro study when it's done? Is it possible to get a summary? To restate obvious: Island Park and Scott is a very complex intersection. Please reinstate the working group before this goes to tender.

Swail: We will send study info to you if you email us.

Q: What about concerns about people cutting through other streets?



Swail: Not part of synchro study but we are interested in hearing what you think and of examples so we can look into it as we plan.

Q: Can you clarify what was used for criteria for “impact” (of each alternative)? What is the schedule risk? In brochure, mention of Scott St extension in 2030—please clarify Scott St extension going forward

Wheeler: Judgment of collective impacts for everyone within community.

Swail: Confederation Line is tracking on schedule. This extension will be decommissioned once revenue service begins in 2023.

Q: North side bike lane – is it going to be redone?

Swail: Yes. We’re going to make it better.

Q: Will you consider segregated pedestrian/cycling lanes on the MUP? Will you get rid of the “Eyebrows”?

Swail: We want to take this traffic out of the right of way on Scott St and move it into protected lane. Not sure about the eyebrows yet.

Wheeler: Reminder that we don’t have all the detailed designs yet, but we are spelling it out in the contract to protect concerns.

Q: Then please spell it out to protect vulnerable road users at Island Park and Scott

Q: Cllr Leiper, please consider Island Park Community Assoc among those you are consulting. Is there anything we can do to mitigate traffic along Island Park? Staggering, closures? Has anybody looked at the lighting?

Wheeler: Yes, we are going to look at all of this in more detail. This will be discussed in working group that Leiper manages.

Q: Island Park south side sidewalk – will it be made smaller?

Swail: We are just shifting it south.

Q: Decibel limits are not a linear scale, it’s a logarithmic scale.

Swail: We understand that.



Q: Island Park is already a bottleneck. Regularly backs up and cars cutting through make smaller streets dangerous. Please make sure you take care of this. Question about complete streets – now that detour is on our part of Scott this conversation has to happen.

Leiper: On phase 1 of detour we heard a lot of things about whether it will be complete street – however it was not funded. Plans for the 1st phase are gorgeous, but right now there is no funding and we are having that conversation. I don't want to set up that expectation for phase 2. The long term plan for West of Smirle is great but we have to find that funding.

Swail: The detour will create a slight improvement and we can also work improvements into the reinstatement.

Q: But can we have a plan so there isn't a mish-mash?

Leiper: We're working on the plan, but realization will be piecemeal unless we can secure that funding.

Q: So you will connect to Baseline and Bayshore and Moodie? What if you just did the first 5 stations first and shortened detour?

Swail: We have looked at construction staging. This would in fact just complicate the situation and push the completion date for the overall project.

Q: Is Westboro station big enough to handle all that bus traffic during construction?

Swail: Remember that lots of the detoured buses will not stop at Westboro.

Wheeler: We have looked at all of this and there is significant capacity for the buses to stop on street. We will have to close the station while we're actually building the new station.

Q: When will these working groups be established to go over the issues?

Leiper: Next one will be before the end of the month.

Q: What will the new 20-story building look like with all the parking from construction workers.

Leiper: We can't legally prevent simultaneous construction but the site plan they provide the City will require assurances that they will not interfere.

Wheeler: We've also developed mobilization site strategy as we have some NCC land, vacant land at Tunney's, etc. that we can assign to the contractor for use.



Q: Will crossing at Westboro station be the same as it currently is? Will you be able to cross over tracks?

Wheeler: Yes we are looking at maximizing connections even where they don't already exist.

Q: Are you going to block our parking lot for our customers (right across from Westboro Station).

Swail: You have several entrances to your lot but we understand that you don't need a bus stop in the way, we will work with you to make this reasonable.

Q: Trees – how do you indicate which trees are not to be cut?

Wheeler: Contractors have to be in strict compliance. No-go zones implemented—penalties for cutting down any trees without authorization. We have looked at every tree we are affecting.

Q: Will we have access to the no-go zone drawings as residents?

Wheeler: WE can provide those maps.

Q: Do you have any lessons from Stage 1 where something didn't go right?

Wheeler: Yes, same consulting organization, same staff, we met with our counterparts on Stage 1 to mine out the lessons learned and we will apply those in writing for the specifications of Stage 2 contract.

Swail: One thing we realized is the need to implement more robust penalty regimes.

Leiper: One thing that got better with Stage 1 detour was communications with my office. Contractor now gives much more notice for noise exemptions.



Feed Back Forms

Tell us what you think...	
<input checked="" type="checkbox"/>	CAN THE FUTURE PLANS FOR THE INTERSECTION OF ROSS/BANKING/SCOTT BE SHARED? DURING + AFTER THE DETOUR.
<input checked="" type="checkbox"/>	WHAT PARTS OF TUNNEY'S PASTURE WILL BE USED FOR STAGING.
<input checked="" type="checkbox"/>	CAN THE PLANS FOR THE GRADUAL DECOMMISSIONING OF THE RT GRADE TUNNEY'S BUS STATION BE SHARED.
<input checked="" type="checkbox"/>	(FOR THE BRIDGES BELOW THE ROAD) WILL THE BRIDGES ON SSAN REMAIN AS THEY ARE. IF NEW BRIDGES NEED TO BE BUILT WILL THEY BE BUILT IN THE SAME STYLE.
Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to: Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4 th floor, Ottawa, ON, K1G 0Z4 Fax: 613-580-9688 email: stage2@ottawa.ca	

Tell us what you think...

J - Island Park / Scott

↳ How do we protect vulnerable road users?

↳ Kids / walking / People on bikes

(Schools are all south of Richmond but their kids are Westboro Beach)

↳ Improve the MUP on Scott build it to Trillium Standards

↳ cover more of the tracks, build a rail deck park!

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca

Tell us what you think...

How much study has been given to the impact of installing traffic lights at Churchill and Scott?

I have lots of opportunity to study the lights at the BRT/SJAM intersection. Often traffic on SJAM is stopped while there are no buses ~~leaving~~ leaving the BRT. OC Transpo planners seem able to bunch up buses into convoys so that a regular traffic light timing is going to be very inefficient.

Alternatives might be 1) to make a small roundabout (and move pedestrian crossings away from actual corner)

2) construct a "giveaway" lane from Churchill to Scott E so that afternoon traffic on Churchill does not back up to Richmond.

3) have transponders on buses so that lights only turn when buses are actually present.

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca

Tell us what you think...

Please include a bike / Ped counter
when the bike/ped Bridge @ Roosevelt is re-built

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca

Tell us what you think...

MISTAKE TO IMPACT RESIDENTS

REASONS NOT CLEAR FOR SELECTING 6
SUCH ROUTE

WHY NOT OPTION 1 - BECAUSE IT COSTS
MORE? BUSES TAKE 5 MINS LONGER?

PEOPLE WHO WILL BENEFIT FROM LRT
SHOULD ABSORB SOME PAIN SINCE THEIR
COMMUTE LONG TERM WILL IMPROVE.

TRAFFIC MANAGEMENT PRINCIPLES
→ IMPACT TO RESIDENTS TOO LOW
ON THE LIST

SHOULD USE DEAD HEAD ROUTE
BOTH WAYS

IF CUE @ ISLAND PARK IS TOO LONG →
TAKES THE
BUS!!

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



Tell us what you think...

-How will through Traffic on Smirle ^{/Scott} be avoided? is it possible to have a cul de sac to avoid through traffic to tunney's pasture?

- Is it possible to have bike lanes on Scott that don't require dismount?

Please leave your comment sheet in the box on the table or mail/fax/e-mail your comments to:
Amanda Thompson, City of Ottawa, 1500 St. Laurent Blvd, 4th floor, Ottawa, ON, K1G 0Z4
Fax: 613-580-9688 | email: stage2@ottawa.ca



Stage 2 inbox – stage2@ottawa.ca

Hi, I attended the public information session tonight and wanted to pass along the following concerns:

- **Pedestrian Safety at Ross/Sir Frederick Banting/Scott Street intersection.** This intersection has a large number of cyclist and pedestrian crossings right now. Tunney's Employees cross on foot at the beginning and end of the workday as well as at lunch when they go up to Wellington for food. Residents cross here to get into Tunney's to walk their dogs, go down to the SJAM Parkway path, play with their kids in the greenspace, have their kids cycle in the parking lots, etc. It is dangerous now, for example, a neighbour of mine had her dog clipped by a car as she crossed as carefully as she could. Adding a transitway to this is going to make it much more dangerous. We need something done to protect pedestrians and cyclists here.
- **Southern sidewalk/bike lane safety.** Currently, it is somewhat dangerous to use the southern sidewalk along Scott Street in the Smirle-Western area. Accidents on Scott Street result in cars (or pieces of cars!) up on that sidewalk. Neighbourhood children walk back and forth to their friends' houses on this sidewalk and children from St George school (in Champlain Park) walk home along this sidewalk (after crossing at the lights at Carleton). Can the bike lanes be well protected here so that the sidewalks are essentially protected too?
- **Noise issues for the residents of Smirle-Island Park along Scott Street.** [REDACTED] and today, without the transitway on Scott Street, I cannot have a conversation on my front porch when a city bus goes by on Scott Street. I have to pause and wait for it to pass before it is possible to chat again. Luckily buses passing by are not frequent. The presentation tonight showed no noise mitigations for those of us along this stretch of Scott Street. How is this acceptable for 2 years of noise disruptions? Basically we won't be able to sit on our front porches or in our backyards and have conversations with family and friends? It doesn't make sense and something needs to be done to address this.
- **Residential Neighbourhood Cut Through Traffic.** Currently, as Scott Street backs up during rush hour, frustrated drivers use our street (as well as others) to cut up to Wellington. It is often reckless driving and we have seen cars fishtail with the speeds they come around the corner. Perhaps the sidestreets could be temporarily dead-ended or narrowed to reduce these behaviours. Signs and speed limits are ineffective.

Thank you,

[REDACTED] Ross Avenue.



Hello again,

We have a question regarding the Stage 2 Detour that wasn't brought up as a topic at the Public Information Session last night. How will the speeding issues on Scott Street be addressed during the detour? Currently the speed limit is 50 km/h. As you may be aware, drivers do not go the speed limit, but more often 60 - 70 km/h and even above that. **Safety for traffic, cyclists and pedestrians, as well as noise levels could all be improved substantially simply by ensuring traffic adheres to the 50 km/h limit.** Is there anything that can be put in place while prepping the detour to encourage this to happen?

Currently, not only does traffic not adhere to speed limits and lights, but neither do the OC transpo buses on the Stage 1 detour. For example, just last week my family was waiting at Smirle as pedestrians to cross Scott to walk into Tunney's Pasture station and catch a bus. The traffic light turned and we had the signal to cross Scott. Luckily we saw a bus approaching at high speed Westbound on Scott so paused before crossing. We watched it blow through the red light at Smirle, right where we would have been crossing. This is awful in general, but terrifying when we consider that our young teenage child goes over to Tunney's with her friends to take buses on their own. We also notice that buses on Scott (between Westboro and Tunney's) go with the general flow of traffic which of course, along Scott, is speeding above the 50 km/h limit a lot of the time.

Not sure what would be feasible, but hoping you could let us know how the city plans to address this? Perhaps permanent speed boards, continuous police presence/enforcement, increased 50 km/h signage, other traffic calming measures could be introduced for stage 2? This is a huge part of why the neighbourhood wants Scott to be a Complete Street - simply to slow down Scott to reasonable speeds!

Look forward to hearing your thoughts on this.

[REDACTED] Ross Avenue.



Good morning Councillor Leiper,

We spoke yesterday about a possible traffic mitigation measure by moving access to the Lanark ave Westboro Beach parking area to the SJAM parkway instead of its current Lanark ave access point.

I look forward to hearing from your office and will be happy to provide any clarifications you require in relation to this suggestion.

Have a good day,



Hello,

Following last evening's public information session on the LRT Phase 2 Scott Street bus detour, we would like to submit our concerns regarding Scott Street and Ross Avenue.

- **Cut-through traffic** continues to be a major issue in our neighbourhood. Drivers on Scott are turning down residential streets to get to Wellington or Spencer to bypass the traffic on Scott. Cut-through traffic occurs on all streets from Huron to Gilchrist; however, the majority goes down Ross for two major reasons: the Tunney's Pasture exit at Sir Frederick Banting is in line with Ross and the Scott west-bound turning lane to Ross. **Possible mitigation strategies:** A triangular median could be constructed on Sir Frederick Banting to force drivers to turn right when exiting Tunney's Pasture. The Scott turning lane could be removed when the street is re-painted for the detour (assuming the street will be re-painted to remove the northern bike lane).
- **Pedestrian and cyclist crossing safety at Scott and Ross/Sir Frederick Banting** needs to be addressed. There continues to be a large number of pedestrians and cyclists crossing Scott at Ross/Sir Frederick Banting for numerous reasons: Public servants leaving the office for coffee and lunch breaks; public servants walking to or from work; residents walking dogs in the green space next to Sir Frederick Banting; residents/cyclists using Tunney's Pasture to access the river; families/cyclists using Tunney's Pasture to ride their bikes. **Possible mitigation strategies:** Install a pedestrian-activated crosswalk on Scott.
- The **southern Scott Street sidewalk and bike lane** presents safety concerns for phase 2 which need to be addressed. **Possible mitigation strategies:** Install flex-posts on Scott to separate the bike lane from the bus/car lane. For phase 1, flex-posts were installed on Scott in the Hintonburg area and has been seen by residents as improving the safety of both cyclists and pedestrians.
- **Noise and air quality for residents adjacent to Scott** is a legitimate concern. Contrary to what the noise and air quality study results say, noise levels will increase and air quality will worsen with the addition of 1800-2000 buses each day. **Possible mitigation strategies:** Construct fences for affected residents (upon request). Plant trees or bushes for affected residents (upon request) to counter the increase in noise and pollution.
- **Speeding on Scott** continues to be a major safety concern for residents in the neighbourhood. The fact that Scott is a long and straight street encourages many drivers to speed well beyond the speed limit (50 km/hr). Although during peak hours when the busses are detoured onto Scott, the likelihood of speeding will decrease due to volume, speeding during off-peak hours will likely continue. Also, OC Transpo drivers traveling west-bound in the Transitway will be traveling at a higher speed and will need to be reminded to obey the speed limit on Scott. **Possible mitigation strategies:** Installing speed boards along Scott will encourage drivers to slow down and can be used to track data. Communication/training for OC Transpo drivers reminding them to follow speed limits. Increase police presence and enforcement and/or an increase of signage could also be applied to lower speeds.
- Residents **entering/exiting driveways on Scott** is a primary concern for affected residents. **Possible mitigation strategies:** Allow parking permits (upon request) for residential streets to residents whose driveways are located on Scott. For instance, parking on Ross is limited to 1 hour, Monday-Friday. Therefore, being allowed to park on Ross for longer would ease the difficulty of crossing buses to get in and out and would be safer.

Lastly, I would like to emphasize that making Scott a "complete street" post LRT Phase 2 continues to be a great concern for the communities bordering Scott (i.e. Hintonburg, Mechanicsville, Wellington Village, Champlain Park, Westboro and Westboro Beach). Although this is long-term, discussions need to take place prior and during the LRT Phase 2. Residents want the City, Mayor Watson and Councillor Leiper to commit to continuing discussions and exploring options for future planning. Residents want to know that there will be benefits other than a new light-rail system that will make the inconveniences experienced from 2016-2018 and 2021-2023 worth it.

Thank you,