

STO Transit Study for Gatineau's West End Recommendations for Integration with Ottawa

Transportation Services Department



Transportation Committee
November 16, 2020

Tramway Project Benefits

- Improves transit service for Ottawa and Gatineau customers;
- Reduces STO bus volumes in Ottawa's downtown;
 - 30% to 70% reduction in the peak hour by 2031
- Sustainably addresses current and future interprovincial commuting demands (to 2051);
- Supports the principles of the City's Climate Change Master Plan; and,
- Potential catalyst for other projects.

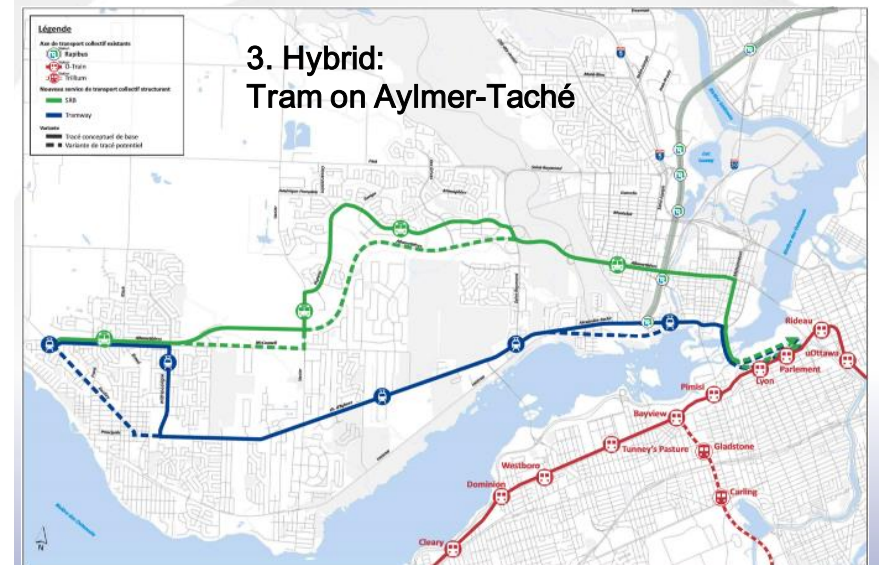
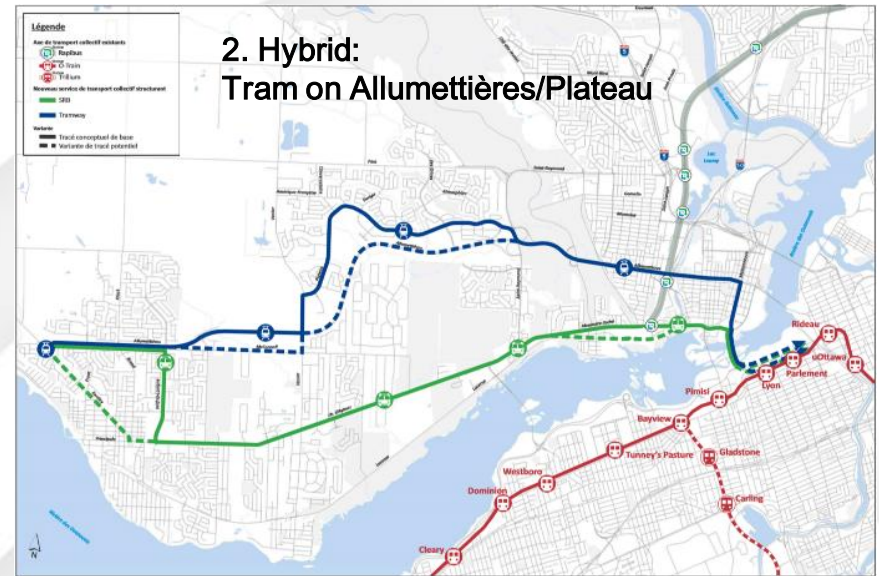
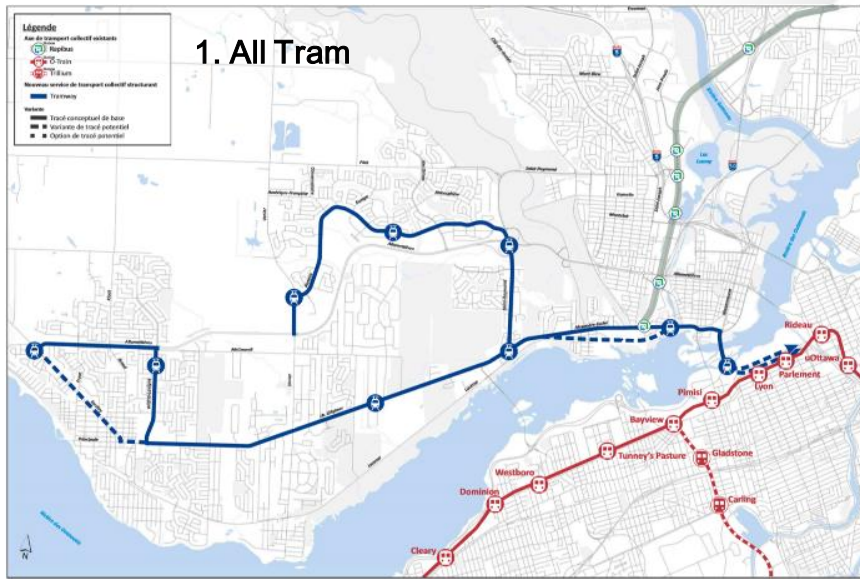
Without A Tramway Project

- Congestion builds in Ottawa's downtown:
 - 170 buses/hour (from today's 115 buses/hour);
- Less efficient interprovincial transit network:
 - Higher operating costs for OC Transpo and STO;
- Longer commute times for customers;
 - Loss of productivity; and,
- Negatively affects the City's GHG emission reduction targets.

Background

- Follow-up to the September 2020 report:
 - Tram and bus technology, Portage Bridge crossing;
 - 2 corridor options: Wellington Street, Sparks Street;
 - Technical issues to resolve; and,
 - On-line survey and public feedback.
- Assessment guiding principles:
 1. Align with the City's transit objectives: fewer buses in the core and better transit service; and,
 2. Integrate with City's investment in LRT.

Gatineau Corridor Options



Recommendation:

Endorse all-tram scenario:

- Highest reduction (70%) in number of STO buses in Ottawa; 115 buses reduced to 35 buses/peak hr, and
- Complies with assessment Principle #1.

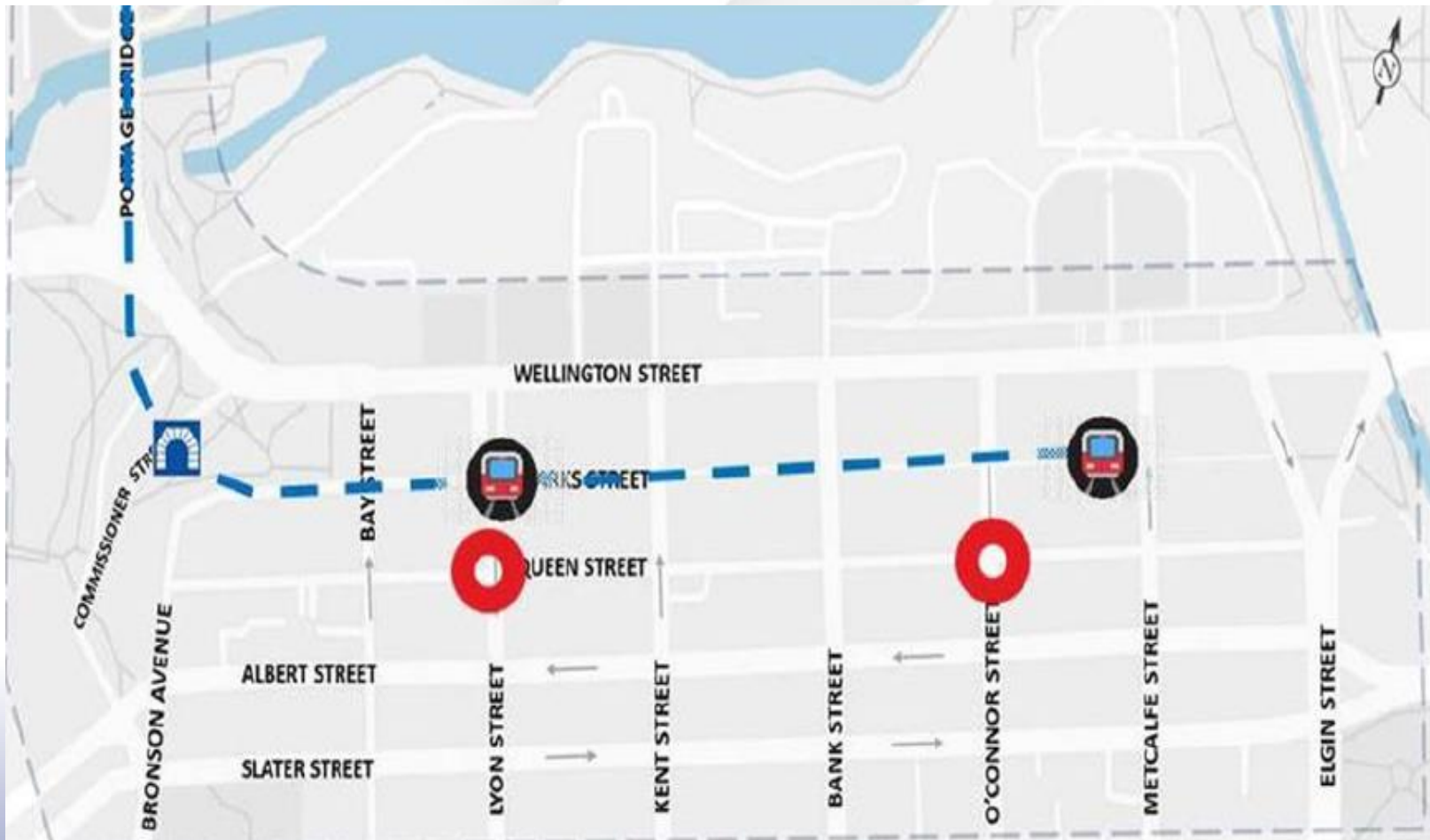
Ottawa Corridors

Technical Issues – Status

- Request to consolidate accesses to Parliamentary and Judiciary Precincts – **to be confirmed**
- Request for additional property – **to be confirmed**
- Separate cycling and cycling facilities – **to be confirmed**
- Traffic assessment – **acceptable for feasibility assessment**
 - more detailed analysis needed at next stage of project;
- All-tram vs Hybrid options in Gatineau – **completed**
- Costs – **completed**

Sparks Street Tunnel

- \$3.53 billion to \$3.90 billion, with all-tram scenario in Gatineau;
 - Riskier construction is reflected in the estimate.



Sparks Street Tunnel (Cont'd)

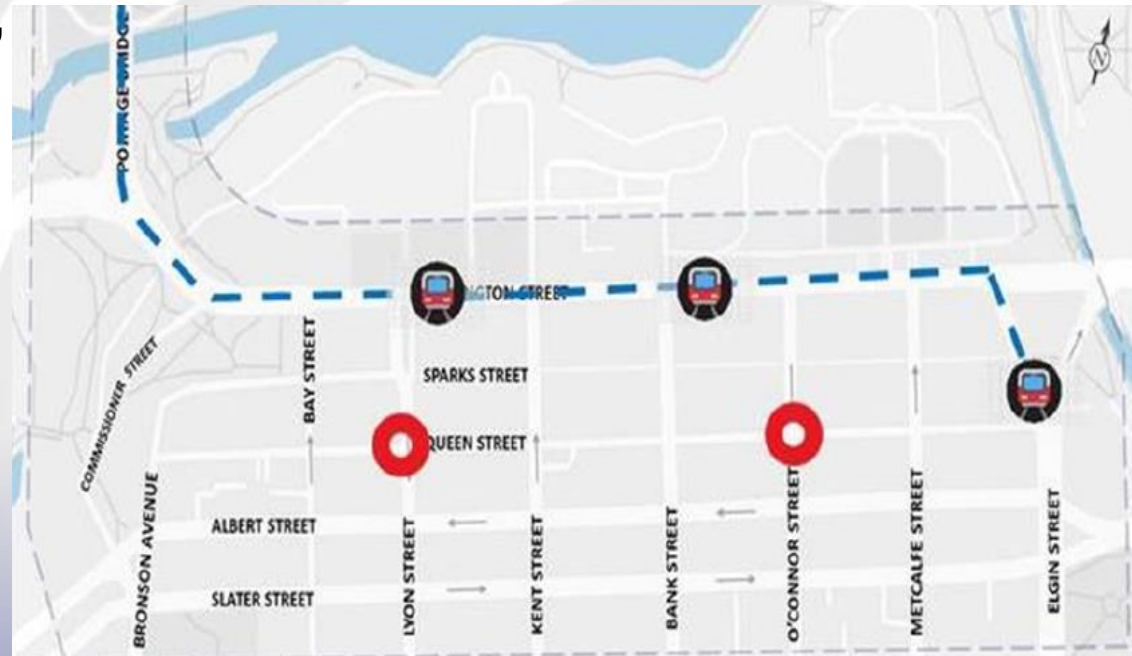
- For transit customers:
 - Weather-protected environment;
 - Convenient links to LRT and OC Transpo bus routes; and,
 - Shorter travel times and more reliability of service.
- For transit operations:
 - Not affected by Wellington Street closures; and,
 - Capacity for growth (no at-grade intersections).
- For traffic:
 - Least disruptive to downtown streets; and,
 - Does not interfere with the design evolution of surface streets.

Sparks Street Tunnel (Cont'd)

- For the public realm:
 - Could be catalyst for the rejuvenation of Sparks Street;
 - Does not compromise design standards for Confederation Boulevard; and,
 - Does not obstruct the view of the National War Memorial.
- Aligns with both assessment principles; and,
- Aligns with public input from June-July 2020 survey.

Wellington Street – Surface

- \$3.03 billion, with the all-tram scenario in Gatineau:
 - Relatively easier to construct;
- Convenient access to three surface level stations;
- Short walking distance to Ottawa’s transit system; and,
 - Includes a pedestrian tunnel linking to O-Train Line 1 at Lyon Station; and,
- Aligns with both assessment principles.



Benefits Of Carrying Both Options Forward

- Both are feasible options;
- Both comply with the assessment Principles;
- Both protect the City's interests in increasing transit modal share, reducing congestion, and reducing GHG emissions; and,
- Provides more time for STO to refine designs and analyses; and continue discussions with Federal stakeholders.

Future Interprovincial Transit Loop

- Long-term vision requires in-depth analysis and consultation;
- Technology choice to be defined in the future;
- Neither corridor option precludes this vision:
 - Loop technology would need to address the presence of the tramway's technology;
 - Sparks Street tunnel would be less integrated with the Loop (after Portage Bridge); and,
 - Wellington Street surface option spans part of the Loop.

Staff Recommendations

1. Endorse the all-tram option in Gatineau;
2. Approve the Sparks Street tunnel option as the optimal corridor, subject to confirmation of funding;
3. Approve the Wellington Street surface option with traffic as the alternative corridor should funding for the Sparks tunnel not materialize, with the following conditions:
 - a. Assessment of right-of-way needs and secure property;
 - b. Assessment of other operational requirements;
 - c. Undertake a detailed traffic analysis;
 - d. Develop a service mitigation plan during road closures; and,
 - e. Coordinate implementation with other downtown projects.

Study Next Steps

- Following Transportation Committee and Council's consideration of the staff report recommendations, STO will seek approval from NCC Board and STO Board.
- STO will also:
 - Complete the study (Gatineau side) and finalize study documentation; and,
 - Continue to seek funding for the next phase of the project (detailed analysis and design), leading to implementation.

<https://ottawa.ca/en/city-hall/public-engagement/projects/public-transit-system-gatineaus-west-end-complementary-study>

QUESTIONS?