



# Ottawa Transportation Master Plan eConsultation Report

Submitted  
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## 1.0 INTRODUCTION

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In May 2008, City Council voted in favour of the adoption of Option 4 as the rapid transit network plan. In September 2008, the City of Ottawa began a consultation process on the Transportation Master Plan (TMP) and laid out a series of possible implementation scenarios for the rapid transit network, as well as a number of other municipal transportation issues. Public consultations were conducted through a variety of venues, including public open houses and online at [ottawa.ca](http://ottawa.ca). From September 11<sup>th</sup> to September 30<sup>th</sup>, 2008 an online consultation was conducted by Nanos Research on behalf of the City of Ottawa as part of the TMP consultation process. The objective of the online consultation was to broaden public participation in the consultation process, to seek public input on the City's proposed implementation scenarios, while at the same time conducting a statistical analysis of public input. This consultation was intended to enhance the Transportation Master Plan consultation process.

The online consultation consisted of four topic sections: Rapid Transit Implementation Scenarios, Evaluation Criteria, Supplementary Rapid Transit Network, and Roadway Infrastructure Needs. Participants were able to post comments on each topic, as well as read and rate other participants' comments. Participants and unregistered site visitors were also able to select responses from a set list on the Rapid Transit Implementation Scenarios and the Supplementary Rapid Transit Network topics. During the period of September 11<sup>th</sup> to September 30<sup>th</sup> there were 1,297 unique site visitors to the consultation site ([www.ottawa.ca/ottawataalks](http://www.ottawa.ca/ottawataalks)). One hundred unique stakeholders posted a total of 546 comments in the online consultation, which were read 9,047 times. To post a comment, participants had to register in the online consultation. Participants did not have to register to read and rate comments.

Included in this report is a participation overview, a biography of the consultation moderator, dialogue overviews, detailed metrics by topic, and a break down of the highest rated, most rated and most read comments by topic. All of the participants' comments are in italics. The purpose of this report is to provide a summary of the consultation site activity. Readers should note that participants in this consultation were self-selected and that the findings cannot be projected to the population of the City of Ottawa as a whole. This research project was completed in accordance with the standards of the Marketing Research and Intelligence Association of which Nanos Research is a Gold Seal Corporate member.



## 2.0 PARTICIPATION OVERVIEW BY TOPIC

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One way to determine the importance of issues related to the Ottawa Transit Consultation is to gauge the number of reads by topic and the number of comments made within each topic discussion.

As Table 1.0 identifies, the "Rapid Transit Implementation Scenarios" was, by a significant margin, the most popular topic (65.2% of all reads). Table 1.1 highlights the breakdown of comments made by topic. The top ranked topic by comments made was "Rapid Transit Implementation Scenarios" (62.8% of all comments), followed by "Evaluation Criteria" (40.1% of all comments). As Table 1.2 identifies, the "Rapid Transit Implementation Scenarios" had the highest number of commenters posting comments (80 out of the 100), followed by the "Roadway Infrastructure Needs" topic which had 29 commenters.

Table 1.0 - Topics by the Number of Comment Readings

Topic	Frequency	Percent
Rapid Transit Implementation Scenarios	5,897	65.2
Evaluation Criteria	1,406	15.5
Supplementary Rapid Transit Network	951	10.5
Roadway Infrastructure Needs	793	8.7
<b>Total</b>	<b>9,047</b>	<b>100</b>

Table 1.1- Topics by the Number of Comments Posted

Topic	Frequency	Percent
Rapid Transit Implementation Scenarios	343	62.8
Evaluation Criteria	88	16.1
Supplementary Rapid Transit Network	64	11.7
Roadway Infrastructure Needs	51	9.3
<b>Total</b>	<b>546</b>	<b>100</b>

Table 1.2- Number of Commenters for Per Topic

Topic	Number of Commenters	Percent of total
Rapid Transit Implementation Scenarios	80	80.0
Evaluation Criteria	23	23.0
Supplementary Rapid Transit Network	16	16.0
Roadway Infrastructure Needs	29	29.0
<b>Entire Consultation</b>	<b>100</b>	<b>100</b>



## 2.1 EXECUTIVE SUMMARY

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Our review of the online consultation conducted on behalf of the City of Ottawa, which collected 546 comments from 100 participants, has a number of key observations.

**Observation 1 – Scenario 4 emerged as preferred implementation scenario.** Participants and visitors to the consultation site were more likely to prefer Rapid Transit Implementation Scenario 4, which consists of a downtown tunnel and an East West LRT in the first phase of construction, compared to the other three scenarios presented. Thirty-eight out of the 80 participants who posted comments on the Rapid Transit Implementation Scenarios topic stated they preferred Scenario 4, compared to eight who preferred Scenario 3, one who preferred Scenario 1 and none who selected Scenario 2.

All visitors to the consultation site were also given the option of selecting their preferred implementation scenario via a drop down rating box. The results of the Scenario rating box reinforced the preference for Scenario 4 that emerged in the dialogue. Of the 159 visitors who chose a preferred scenario from the drop down rating box; 80 chose Scenario 4, 44 chose Scenario 3, 17 chose Scenario 2 and 10 chose Scenario 1.

Also of note, the second most articulated comment on the Supplementary Rapid Transit Network topic was that the City should go ahead with Scenario 4.

**Observation 2 – There was overall agreement with the proposed supplementary rapid transit network.** The proposed supplementary rapid transit network consisted of the LRT on Carling Avenue and BRT on Baseline Road, Heron Road and Walkley Road. The purpose of the supplementary rapid transit network is to act as a feeder to the primary rapid transit network. Thirteen out of the 16 participants who posted comments on the Supplementary Rapid Transit Network topic said that overall they agreed with the proposal, many of the concerns participants had were related to minor changes or implementation timelines.

All visitors were also given the option of selecting whether they agreed with the supplementary rapid transit network via a drop down rating box. Of the 25 visitors who chose a preferred scenario; five completely agreed with the proposed network, 13 somewhat agreed with the proposed network, two somewhat disagreed with the proposed network and three completely disagreed with the proposed network. Two visitors were unsure.

**Observation 3 – Many participants were concerned that the City was budgeting too much money for roads and not enough for rapid transit.** The most commonly articulated comment on the Roadway Infrastructure Needs topic was that the City was spending too much money on roadway infrastructure and not enough on mass transit. The highest rated comment in the entire consultation also articulated this point.

**Observation 4 – Views on evaluation criteria were mixed.** A number of evaluation criteria for assessing the rapid transit implementation scenarios emerged as important to participants. Participants were most likely to state that ridership, benefits to customers, promoting a compact city and benefits to the environment were important evaluation criteria.

Readers should note that participants in the online consultation were self selected and these findings should not be viewed as a representative survey of residents in the City of Ottawa as a whole.



The following are summaries of the four topics from the TMP consultation.

## 2.1.1 – Rapid Transit Implementation Scenarios

### Summary of Discussion

Nearly half of the participants who posted comments on this topic stated that scenario 4 was their preferred implementation option for the rapid transit network (38 out of 80). Nearly one in five participants who posted comments on this topic (15 out of 80) stated they that LRT should be built on Carling Ave. The next most commonly articulated comments were that the Byron/Richmond corridor was the best place for LRT in the west and that transit in the south of the city should be the focus of the Transportation Master Plan (both noted by 11 out of 80 participants who posted comments on this topic). Eight of the participants who posted comments on this topic said that LRT should be built on the Ottawa River Parkway, while another eight said that the O-Train should not be replaced but should just be extended. Another eight participants said that scenario 3 was their preferred implementation option for the rapid transit network. Several participants said that LRT should not be built on the Ottawa River Parkway (7 out of 80), while four participants said they disagreed with building a downtown tunnel.

### Preferred Rapid Transit Implementation Scenario

On this topic, participants and unregistered site visitors were given the option of selecting their preferred rapid transit implementation scenario in a drop down rating box. In total 159 participants selected a preferred Implementation scenario. The following are the results of the scenario ratings.

Preferred Rapid Transit Implementation Scenario	Number	Percentage (n=159)
Scenario 4 (Tunnel & LRT East & West)	88	55%
Scenario 3 (Tunnel & LRT East & South)	44	28%
Scenario 1 (Tunnel & LRT East)	17	11%
Scenario 2 (Tunnel & LRT West)	10	6%

### Highest Rated Comments

#### Rated by 4 participants, 4/4

*Scenario 4 is the only scenario making sense. Good investment to protect environment and the most effective use of taxpayers money.*

#### Rated by 4 participants, 4/4

*Scenario 4 seems to be the best option right now. East and West are where the traffic is - let's give people an option to get them off the Queensway. Traffic from the South end is getting heavier, but is no where near what the East-West traffic is.*

*Leave the Southern part for later - focus on what could do the most good now. The South is already partially served by the existing O-Train at South Keys. If required, build a bigger Park and Ride lot there, and let the southern people drive to the train, and then not have to worry about the City congestion.*

## 2.1.2 – Evaluation Criteria

### Summary of Discussion

The most commonly articulated comments were that ridership and the benefits to customers are important evaluation criteria (both noted by 12 out of 23 participants who posted comments on this topic). Supporting a compact city and promoting smart growth was articulated as an important evaluation criteria by ten participants. Cost-effectiveness and benefits to the environment were articulated as important evaluation criteria by nine participants, while reduction to downtown bus congestion was stated by five participants. Four participants identified



the ease of implementation as an important evaluation criteria, of note no participants said that the approved council directions was an important evaluation criteria.

### Highest Rated Comment

Rated by 2 participants, 4/4

*For those interested in seeing how the presentation of a Decision Matrix, with weighted scoring, of the performance of each scenario against each assessed criteria, have a look at an extract of the recent presentation on the NCR Ottawa River Crossings EA at: <http://tinyurl.com/DecisionMatrix>*

## 2.1.3 – Supplementary Rapid Transit Network

### Summary of Discussion

The majority of participants who posted comments on this topic agreed with the supplementary rapid transit network (13 out of 16 participants). Twelve participants said that they thought that the City of Ottawa should implement scenario 4 for the rapid transit network. Six participants stated that there should not be LRT on Bank street, while five participants said that it was important for the rapid transit network must be connected to regional transit hubs and other important locations across Ottawa.

### Agreement/Disagreement with the Supplementary Rapid Transit Network

On this topic, participants and unregistered site visitors were given the option of selecting whether they completely agreed, somewhat agreed, somewhat disagreed or completely disagreed with the supplementary rapid transit network in a drop down rating box. In total 25 participants rated their level of agreement/disagreement with the supplementary rapid transit network. The following are the results of the scenario ratings.

Agreement/Disagreement with the Supplementary Rapid Transit Network	Number	Percentage (n=25)
Completely Agree	5	20%
Somewhat agree	13	52%
Somewhat disagree	2	8%
Completely Disagree	3	12%
Unsure	2	8%

### Highest Rated Comment

Rated by 3 participants, 4/4

*What I notice the most is the lack of redundancy in the primary network west of the N-S route. East of the N-S route, there are cross connections which make transit travel easier. The west badly needs another primary rapid transit connection between the N-S route and the S-W route, between the Ottawa River Parkway and the Strandherd bridge. The lack of this cross connection will continue to make cross-town travel by transit difficult unless you are travelling along the very north fringe of the city.*

*On the secondary network, the Carling line needs to be extended to downtown and to Bayshore to minimize transfers. The Baseline-Heron-Walkley line should extend at least to St. Laurent to connect with LRT there. I suppose that if this is a BRT route, then the existing overpasses on St. Laurent only permit partial implementation on this sector. I also continue to hope for an O-Train type service between Kanata and the Via Rail station using existing track. This could provide that additional cross connection mentioned earlier.*



## 2.1.4 – Roadway Infrastructure Needs

### Summary of Discussion

The most commonly articulated comment was that the city should spend less money on road infrastructure and instead redirect that money towards mass transit (noted by 10 out of 29 participants who posted comments on this topic). Five participants stated that additional lanes on the Airport Parkway would cause more congestion on Bronson Ave. Other comments included adding bike lanes, pedestrian passes, noise barriers and bus lanes on the Airport Parkway (noted by 4 participants) and that the Alta Vista Parkway was needed (noted by 3 participants).

### Highest Rated Comment

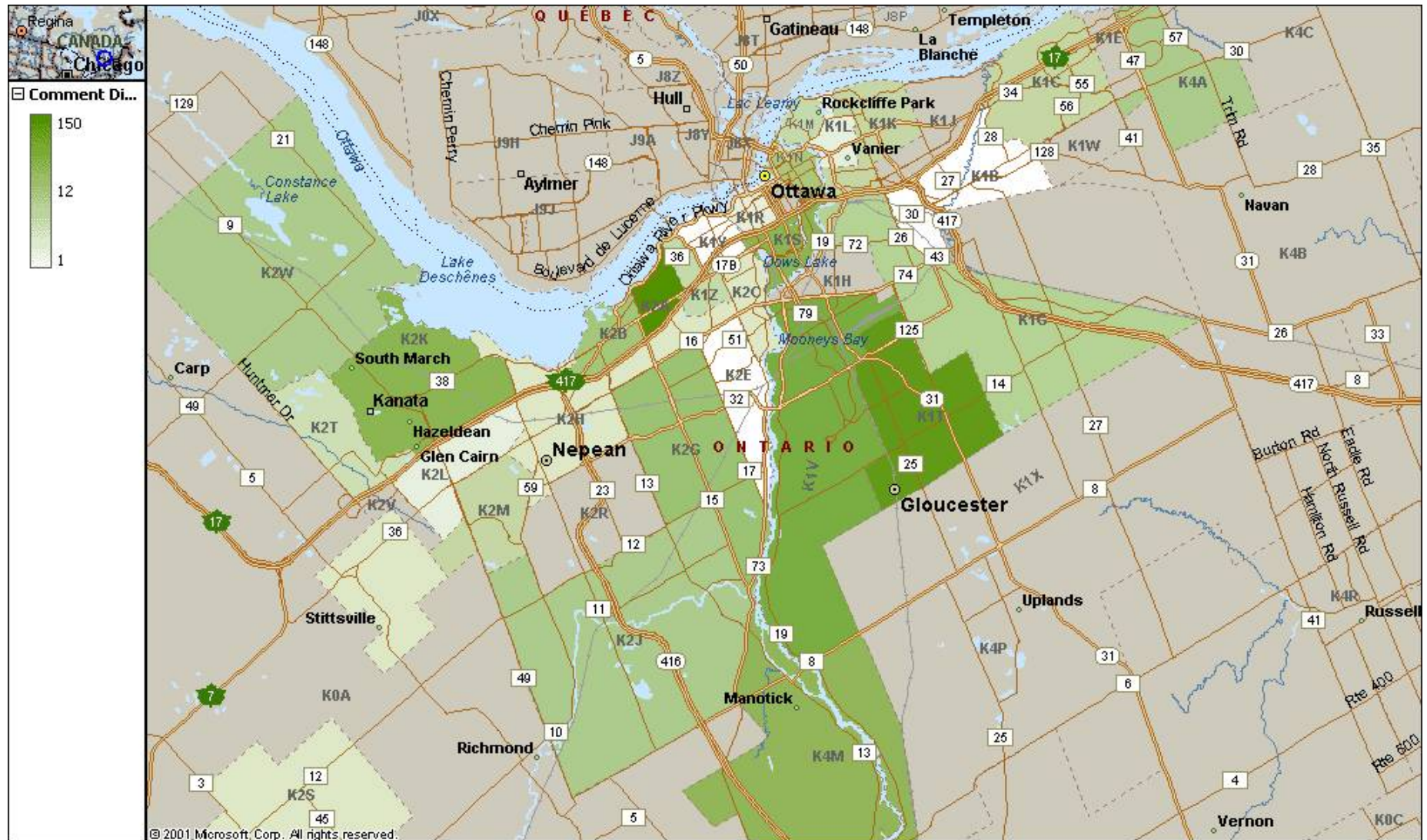
Rated by 5 participants, 4/4

*I have a major problem with the City's roadway infrastructure plans, particularly the amount of money being put aside for roadway projects. Mass transit must be the top priority for the City of Ottawa, however the current budgeting for roadway projects from now until 2031 is equal to money being budgeted for mass transit. I also disagree with the amount of money being spent on roadways in bedroom communities. We are spending billions of dollars widening and creating new arterial roads outside of the greenbelt when the primary focus should be on densification. The City of Ottawa must begin implementing the types of plans that curb urban sprawl not promote it.*





### 2.3 Comment Distribution for Entire TMP eConsultation

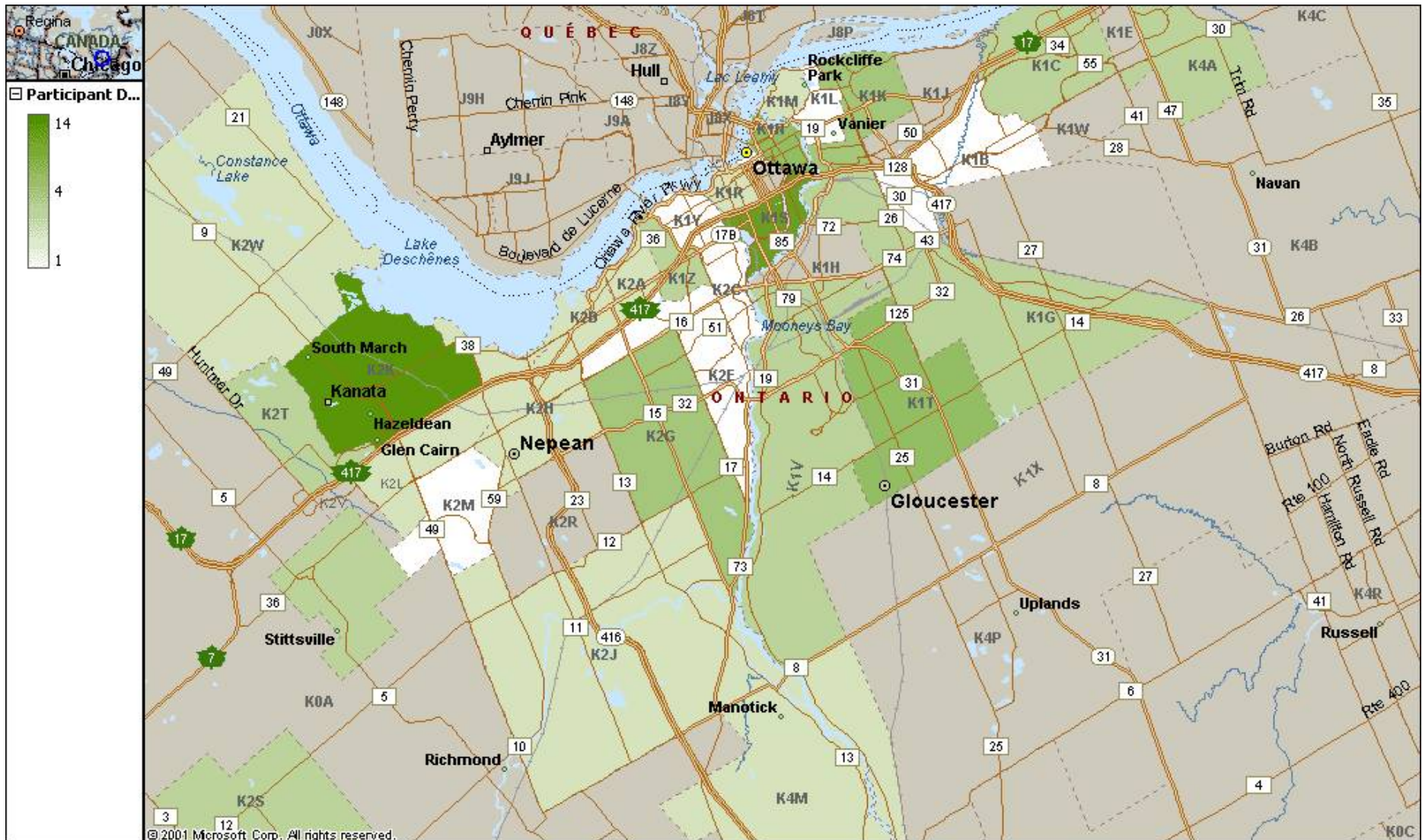


Note: Nineteen comments in the entire eConsultation were posted by participants who lived in the K0A Postal FSA.





2.3 Participant Distribution for Entire TMP eConsultation



Note: Ten of the participants who posted comments on the eConsultation site lived in the K0A Postal FSA.



## 3.0 RAPID TRANSIT IMPLEMENTATION SCENARIOS

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This online consultation was conducted between September 11<sup>th</sup> and September 30<sup>th</sup>.

The information was presented to participants.

There are four proposed rapid transit implementation scenarios. All four scenarios include the downtown LRT tunnel within the first phase of construction. For a complete description of each scenario, please consult the document library on the right side of the page.

The following is a brief overview of each scenario.

**Scenario 1 (Tunnel & LRT East)** – This scenario is based on constructing LRT from Blair Station to Tunney's Pasture Station in the first phase of construction.

**Scenario 2 (Tunnel & LRT West)** – This scenario is based on constructing LRT from Baseline Station to St. Laurent Station in the first phase of construction.

**Scenario 3 (Tunnel & LRT East & South)** – This scenario is based on constructing LRT from Blair Station to Tunney's Pasture Station and from Bayview Station to a station in Riverside South Centre in the first phase of construction.

**Scenario 4 (Tunnel & LRT East & West)** – This scenario is based on constructing LRT from Baseline Station to Blair Station in the first phase of construction.

**Which rapid transit implementation scenario do you prefer?**

(Please indicate the elements you like most, and any changes that you would like to see made to your preferred scenario)

This section will provide an overview of the Rapid Transit Implementation Scenario consultation and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Dialogue Overview
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

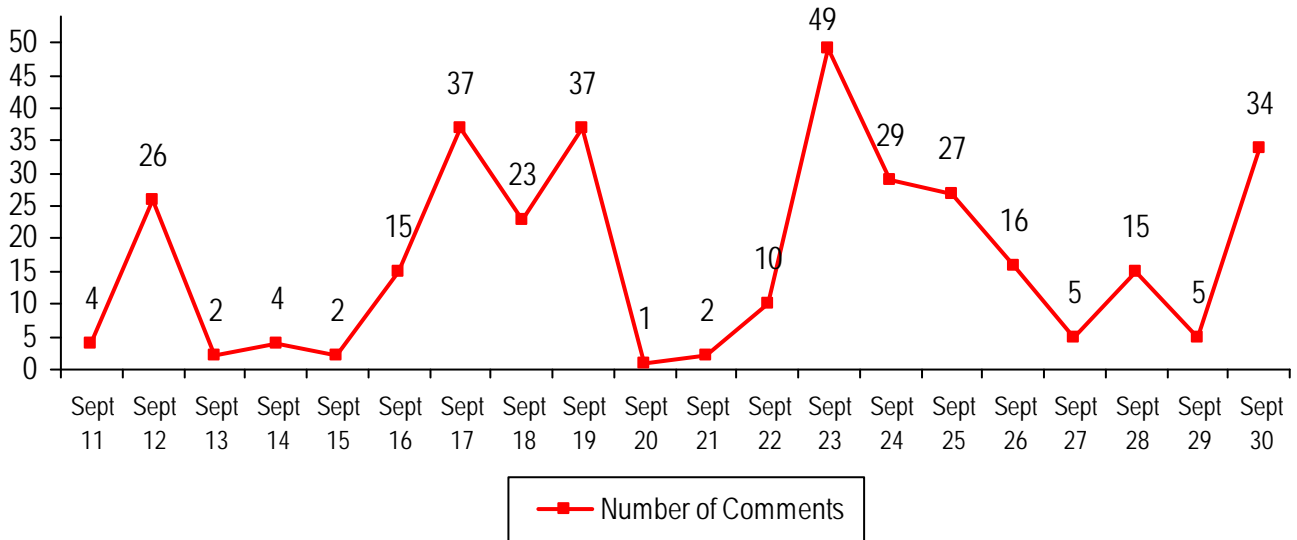


3.1 Activity Summary

Site Activity Breakdown  
Rapid Transit Implementation Scenarios

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	343	62.8
Number of Comment Readings	5,897	65.2
Number of Comment Ratings	485	61.6
Commenters	80	80.0

Number of Comments by Day  
Rapid Transit Implementation Scenarios





### 3.2 Rapid Transit Implementation Scenarios Comment Distribution



Note: Twelve comments on this topic were posted by participants who lived in the K0A Postal FSA.





### 3.3 Rapid Transit Implementation Scenarios Participant Distribution



Note: Six of the participants who posted comments on this topic lived in the K0A Postal FSA.



### 3.5 Dialogue Overview

#### Summary of Discussion

Nearly half of the participants who posted comments on this topic stated that scenario 4 was their preferred implementation option for the rapid transit network (38 out of 80). Nearly one in five participants who posted comments on this topic (15 out of 80) stated they that LRT should be built on Carling Ave. The next most commonly articulated comments were that the Byron/Richmond corridor was the best place for LRT in the west and that transit in the south of the city should be the focus of the Transportation Master Plan (both noted by 11 out of 80 participants who posted comments on this topic). Eight of the participants who posted comments on this topic said that LRT should be built on the Ottawa River Parkway, while another eight said that the O-Train should not be replaced but should just be extended. Another eight participants said that scenario 3 was their preferred implementation option for the rapid transit network. Several participants said that LRT should not be built on the Ottawa River Parkway (7 out of 80), while four participants said they disagreed with building a downtown tunnel.

#### Dialogue Overview Tables

80 Participants posted comments on this topic.

##### Question:

**Which rapid transit implementation scenario do you prefer?**

(Please indicate the elements you like most, and any changes that you would like to see made to your preferred scenario)

Comments Posted on this Topic*		
Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Scenario 4 is best	38	48%
LRT should be built on Carling Ave	15	19%
Byron/Richmond corridor best for west LRT	11	14%
South transit should be the focus of plan	11	14%
LRT should be built on the Ottawa River Parkway	8	10%
O-Train should not be replaced but just be extended	8	10%
Scenario 3 is best	8	10%
LRT should not be built on the Ottawa River Parkway	7	9%
Disagree with downtown tunnel	4	5%
Conversion of the Transitway to LRT is wrong approach	3	4%
Building to the east is good	2	3%
All scenarios disregard cost, disruption of service, and traffic congestion	2	3%

\* Only comments that were posted more than once by more than one participant are included in the dialogue overview tables.



Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Rural connection to downtown is necessary	2	3%
O-Train needs to be shut down to upgrade South route	2	3%
Transitway should be converted	2	3%
Agree with downtown tunnel	2	3%
O-Train should connect to airport	2	3%

\* Only comments that were posted more than once by more than one participant are included in the dialogue overview tables.





### 3.6 Detailed Metrics

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To follow are the detailed metrics for the Rapid Transit Implementation Scenario consultation.

#### Preferred Rapid Transit Implementation Scenario

On this topic, participants and unregistered site visitors were given the option of selecting their preferred rapid transit implementation scenario in a drop down rating box. In total 159 participants selected a preferred Implementation scenario. The following are the results of the scenario ratings.

Preferred Rapid Transit Implementation Scenario	Number	Percentage (n=159)
Scenario 4 (Tunnel & LRT East & West)	88	55%
Scenario 3 (Tunnel & LRT East & South)	44	28%
Scenario 1 (Tunnel & LRT East)	17	11%
Scenario 2 (Tunnel & LRT West)	10	6%

#### Explanation of Comment Ratings

Participants were able to rate whether they agreed, somewhat agreed, somewhat disagreed or disagreed with a statement. Each agreement/disagreement rating was given a numeric value:

- agree = 4;
- somewhat agree = 3;
- somewhat disagree = 2; and,
- disagree = 1.

Participants could also give unsure ratings. The higher the comment rating, the higher the level of agreement with that comment. The closer a comment is to 1, the greater the level of disagreement with that comment.

#### Number of Comment Ratings

The 343 comments in this topic received a total of 485 ratings. The mean number of ratings per comment in this topic was 1.4. The most ratings received by any comment was 10 – one of the comments in this topic received 10 ratings.

#### Number of Comment Readings

The 343 comments in this topic were read 5,897 times. The mean number of readings per comment was 17.2, while the most read comment had 143 readings.

#### Most Active Participants

Eighty participants posted comments in this topic, four of whom posted ten or more comments. The most frequent contributor to this topic was Michael Mickle, who posted 101 comments in total. Michael Mickle received 1269 comment readings and 40 comment ratings. The next most frequent contributor was Irt's Friend who posted 60 comments.



### 3.7 Highest Rated Comments

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To follow are the highest rated comments for the Rapid Transit Implementation Scenarios consultation.

#### **Rated by 4 participants, 4/4**

*Scenario 4 is the only scenario making sense. Good investment to protect environment and the most effective use of taxpayers money.*

#### **Rated by 4 participants, 4/4**

*Scenario 4 seems to be the best option right now. East and West are where the traffic is - let's give people an option to get them off the Queensway. Traffic from the South end is getting heavier, but is no where near what the East-West traffic is.*

*Leave the Southern part for later - focus on what could do the most good now. The South is already partially served by the existing O-Train at South Keys. If required, build a bigger Park and Ride lot there, and let the southern people drive to the train, and then not have to worry about the City congestion.*



### 3.8 Most Rated Comment

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To follow are the most rated comments for the Rapid Transit Implementation Scenarios consultation.

#### Rated by 10 participants, 3.4/4

*Scenario 4. The people of Ottawa are not interested in North-South light rail. The East and West have the population now, and are far and away the priority.*

*Looking at the city's own evaluation, Scenario 4 completes the most goals. It attracts the most riders. It has the lowest operating and capital costs, and the largest operation cost savings. It saves passengers the same amount of time at Scenario 3, but has greater reliability and quality. It may not build more transit stations, but we should be focus on upgrading the ones we already have. It is much better for the environment. It removes 90% of the buses downtown, DOUBLE that of Scenario 3.*

*It may not provide developers with as much opportunity to line their pockets, but it places nearly double the amount of rapid transit within the greenbelt, where the population is now. It may not be as fast, or as easy to implement, but that is a sorry excuse to do something, just because you can do it fast. The transitway roadway can be done anytime, and will be useless without a good system in the core to get people out to it. Possible growth areas should not be the focus while areas with large populations sit without transit. It also improves the funding split better the Scenario 3.*

*It is also foolish to build up Tunney's Pasture or St Laurent as major transfer stations that will only be used for a few years, while the rest of the system is brought on-line. Yes, the parkway is a major issue, but it needs to be dealt with immediately, before it becomes a system halting problem. The NCC and the NIMBYS need to realize that LRT can be added to the parkway without harming it. In fact, it could improve the parkway by reducing traffic.*

*Once the much needed East-West system is up and running, then options for the south can be address. Do we need full twin track electric light rail? Would extending the O-Train as it is be faster and cheaper? Some people seem to be eager for a rail airport link, which is surely something that can be done very quickly using the O-Train. I don't understand why they support building the same transit system that we struck down 2 years ago. We need to focus on those who need transit already, not those who might need it 20 years from now.*

#### Rated by 7 participants, 3.7/4

*Scenario 4 makes the most sense. Scenario 3 looks an awful lot like what voters rejected two years ago! The citizens of Ottawa will not accept another boondoggle on transit. I hear from a reliable source that Scenario 3 is currently favored by a lot of councilors as it serves their constituency best. This, notwithstanding the fact Scenario three is the most expensive, meets the fewest goals, was largely rejected in the last election and will delay achieving a true east west transit service for decades! In fact the western portion of the bus transitway (let alone rail!) would not even be completed under this scenario.*

*To depart from an east/west priority makes absolutely no sense. The province has recognized the reality of east west traffic flows by improving the east west highways. As, good as that is, it is not a solution if we want to get people out of cars! Highway development and Transit development will drive (and should be used to drive) development. The transit plan should by informed by and implement the City's Master Plan. Is it the City's master plan to grow the south when the momentum is already east west and growing exponentially? Where do we want densification to take place ... hopefully at major light rail nodes as opposed to wherever there might be some vacant land.*

*It should be noted that the traffic going west to Kanata in the morning and east in the afternoon (high tech jobs) is almost as large as that going east in the morning and west in the evening. The perfect scenario to fill transit in two directions!! Add to that the growing out of town traffic coming from eastern communities like Rockland and western ones like Carleton Place and Arnprior (growing due to new highways) where a park & ride could get drivers onto transit at the east/west extremities. Let's not forget Hockey and other special events at ScotiaBank Place and the recent Soccer proposal! For those who might be wondering, I have lived in Orleans, currently live in Kanata and plan to move to the south end of the city inside the greenbelt*



*I understand the instinctive need for councilors to vote "local first" but it is "wrong headed" when a corporate decision is critical to success. Ultimately, local bickering serves neither the local constituency nor the city well. Ottawa deserves the best transit plan that can strategically address current congestion, future growth and drive development and prosperity. Council needs to act as a body on this strategic decision and not vote strictly on what serves a local constituency. This is why we don't have a coherent transportation plan for the city. Let's hope council will go beyond the parochial! It is hurting this city.*



### 3.9 Most Read Comments

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To follow are the most read comments for the Rapid Transit Implementation Scenarios consultation.

#### Read 143 times, rated by 6 participants, 2.5/4

*It is the most responsible thing for the city to leave out the west end firsthand, to assess the west end route.*

*In the east end, I am still critical of the upgrading the eastern transitway to LRT when they have a defined Orleans corridor and undefined Hospital corridor both for transit. Upgrading the transitway, when they could instead be constructing LRT on these other just as suitable routes will interrupt an excellent bus service to and from Orleans. Whereas, to construct LRT on these other corridors will allow Orleans residents to continue their buses on the transitway until the other LRT route is finished.*

*In the west end, there's a reason the buses do not drive on Carling to downtown - it would be too slow. And LRT would not add to the speed on Carling. Too many red lights, and many stops. On the parkway, there is only one red light and not stops.*

*There also would not be enough demand to justify LRT on Carling. Consider the buses now? West of Kirkwood, the 85 operates every 10 minutes at quickest. East of Holland, the 101 and 102 operate about every 5 minutes at quickest - That is 3 main buses within every 10 minutes. Whereas, the 95 and 96 operate every 2 minutes at quickest along the transitway and parkway - in addition to the other express buses and 97.*

*PS: LRT on the parkway really wouldn't look as bad as the number of buses on the parkway look now.*

#### Read 113 times, rated by 10 participants, 3.4/4

*Scenario 4. The people of Ottawa are not interested in North-South light rail. The East and West have the population now, and are far and away the priority.*

*Looking at the city's own evaluation, Scenario 4 completes the most goals. It attracts the most riders. It has the lowest operating and capital costs, and the largest operation cost savings. It saves passengers the same amount of time at Scenario 3, but has greater reliability and quality. It may not build more transit stations, but we should be focus on upgrading the ones we already have. It is much better for the environment. It removes 90% of the buses downtown, DOUBLE that of Scenario 3.*

*It may not provide developers with as much opportunity to line their pockets, but it places nearly double the amount of rapid transit within the greenbelt, where the population is now. It may not be as fast, or as easy to implement, but that is a sorry excuse to do something, just because you can do it fast. The transitway roadway can be done anytime, and will be useless without a good system in the core to get people out to it. Possible growth areas should not be the focus while areas with large populations sit without transit. It also improves the funding split better the Scenario 3.*

*It is also foolish to build up Tunney's Pasture or St Laurent as major transfer stations that will only be used for a few years, while the rest of the system is brought on-line. Yes, the parkway is a major issue, but it needs to be dealt with immediately, before it becomes a system halting problem. The NCC and the NIMBYs need to realize that LRT can be added to the parkway without harming it. If fact, it could improve the parkway by reducing traffic.*

*Once the much needed East-West system is up and running, then options for the south can be address. Do we need full twin track electric light rail? Would extending the O-Train as it is be faster and cheaper? Some people seem to be eager for a rail airport link, which is surely something that can be done very quickly using the O-Train. I don't understand why they support building the same transit system that we struck down 2 years ago. We need to focus on those who need transit already, not those who might need it 20 years from now.*

#### Read 95 times, rated by 3 participants, 4/4

*The "roads" portion of the TMP update includes widening Richmond road to 4 lanes from Carling/Pinecrest to golden. This is the real reason city planning staff don't want LRT in the Byron corridor.*



## 4.0 EVALUATION CRITERIA

---

This online consultation was conducted between September 11<sup>th</sup> and September 30<sup>th</sup>.

The following information was presented to participants.

The four rapid transit implementation scenarios presented for public feedback will be subject to a technical evaluation that looks at the merits of each scenario. We need your input on which criteria are the most important.

The follow are the eight rapid transit implementation evaluation criteria.

**Ridership:** Transit scenarios will be assessed by their ability to attract new ridership to the system.

**Cost-effectiveness:** Transit scenarios will be assessed by the capital cost per passenger-km, the operating cost per passenger-km and the operating cost savings of each.

**Benefits to Customers:** Transit scenarios will be assessed by the travel time savings they bring to riders, the increased reliability, the quality of the ride (as measured by the percentage of passengers using LRT infrastructure) and level of access to rapid transit (number of new rapid transit stations being built) for riders.

**Benefits to the Environment:** Transit scenarios will be assessed by the GHG and emissions reductions they produce.

**Reduction of Downtown Bus Congestion:** Transit scenarios will be assessed by the percentage of buses removed from Albert and Slater streets in each transit scenario.

**Supports a Compact City (Smart Growth):** Transit scenarios to be assessed by the number of mixed-use centres and key employment areas served, number of key sites with potential for development, and the percentage of new Rapid Transit infrastructure in Phase 1 that is located inside the Greenbelt.

**Ease of Implementation:** Transit scenarios will be assessed according to the potential for early LRT implementation, the degree of change to current service during the construction period, the speed of implementation and the availability of a rail yard.

**Approved Council Directions:** Council has indicated five key directions – including the completion of the Transitway by 2015, construction of the Downtown Transit Tunnel, implementation of rapid transit using the Cumberland alignment, implementation of LRT to the South-Eastern growth area, and improvement of the revenue/cost ratio. The transit scenarios will be assessed according to their level of adherence to these Council directions.

Additional information about the evaluation criteria is available in the document library on the right side of the page.

**Please indicate what you think are the most important evaluation criteria for assessing the rapid transit implementation scenarios, and why?**

This section will provide an overview of the Evaluation Criteria consultation and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Dialogue Overview
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

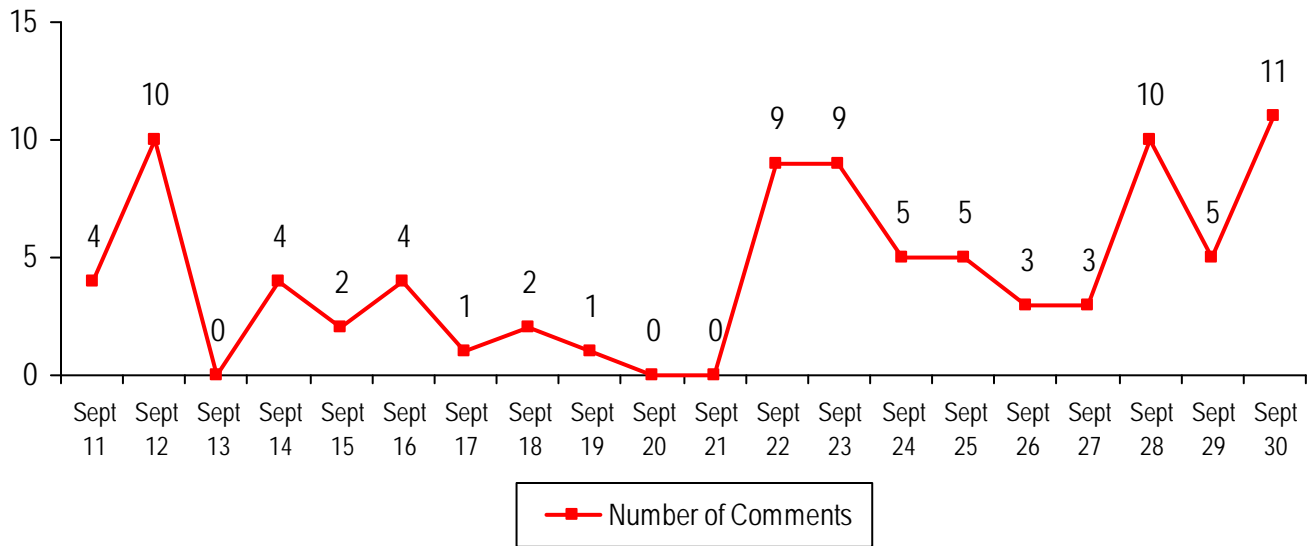


4.1 Activity Summary

Site Activity Breakdown  
Evaluation Criteria

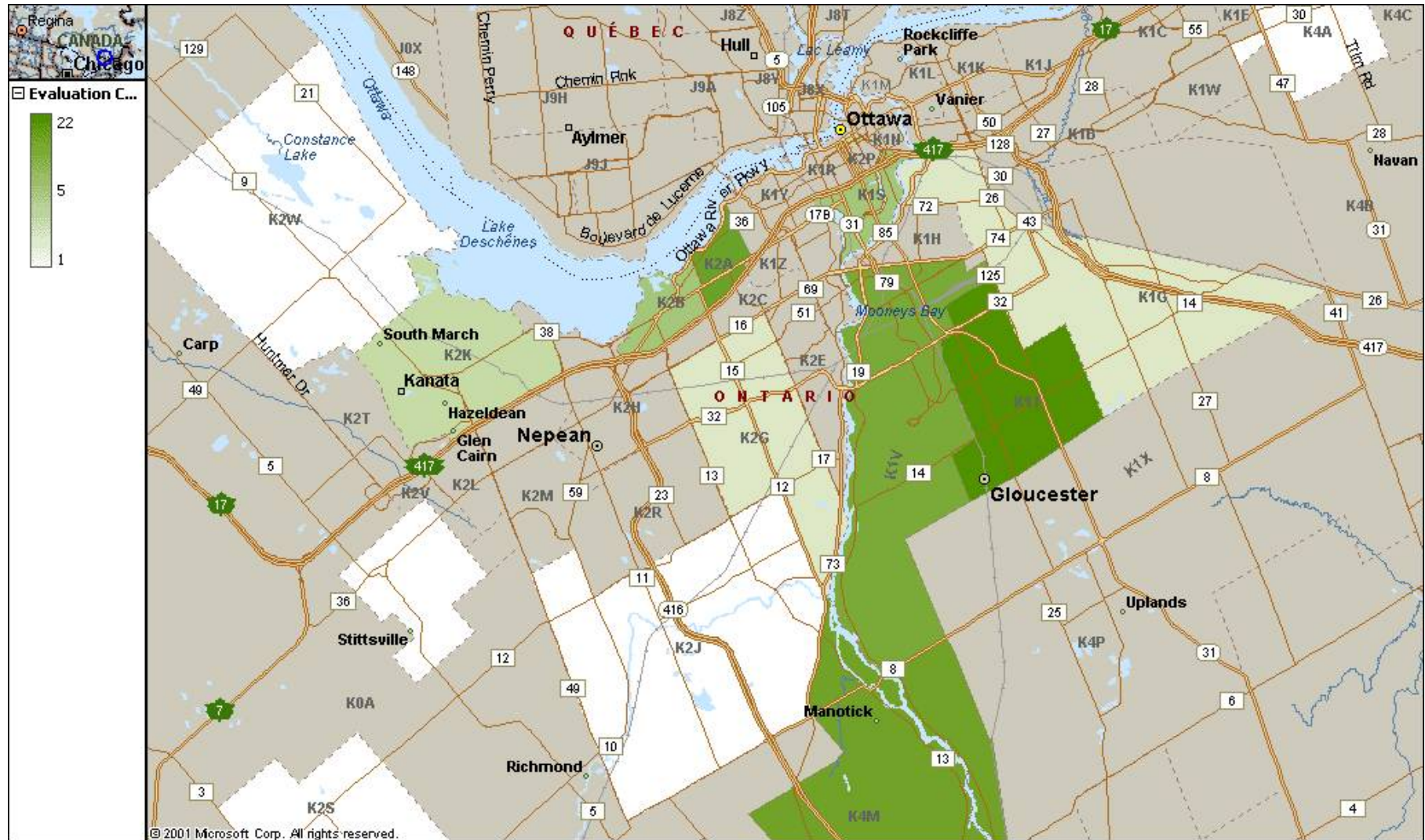
Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	88	16.1
Number of Comment Readings	1,406	15.5
Number of Comment Ratings	155	19.7
Commenters	23	23.0

Number of Comments by Day  
Evaluation Criteria





## 4.2 Evaluation Criteria Comment Distribution

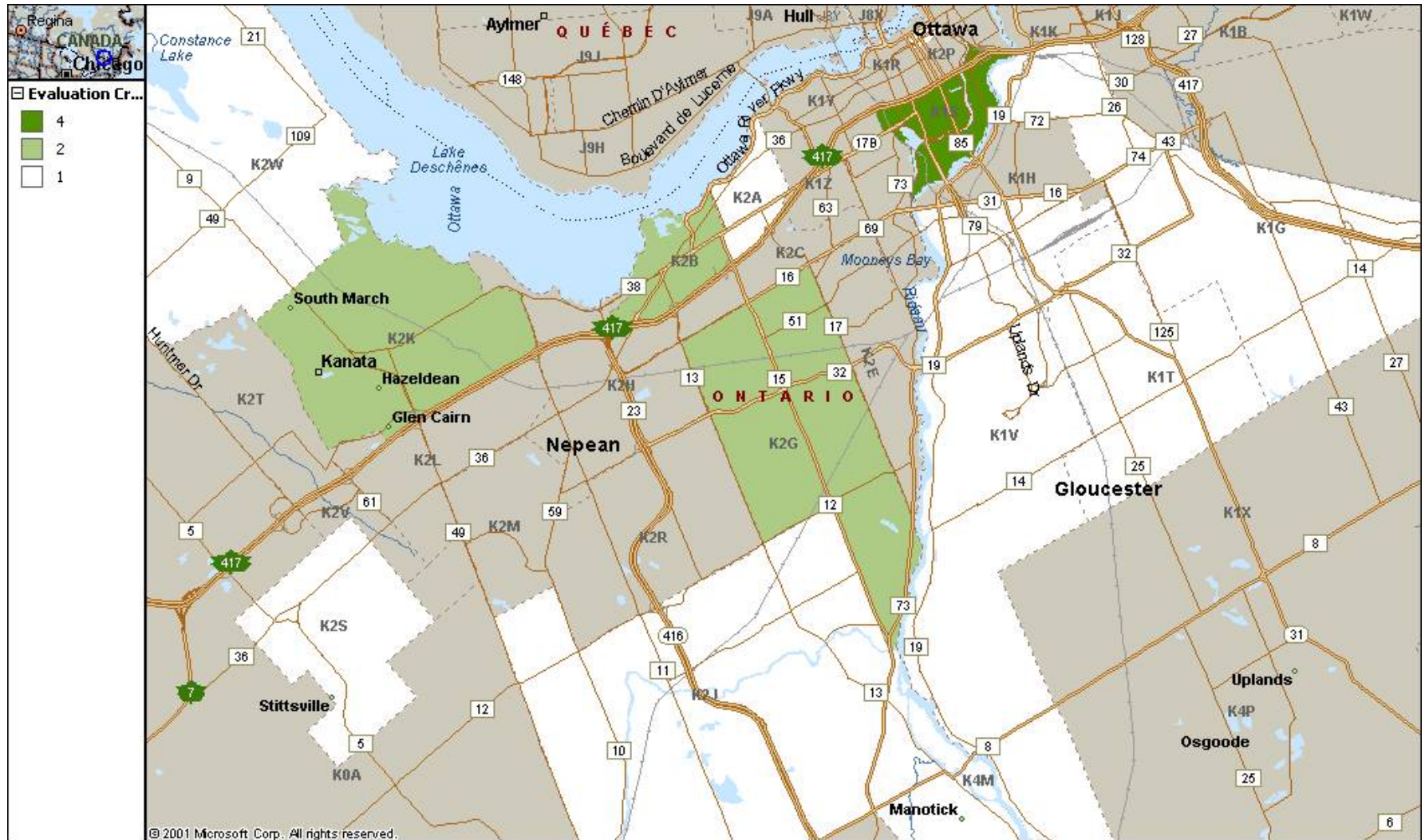


Note: Four comments on this topic were posted by participants who lived in the K0A Postal FSA.





### 4.3 Criteria for Priority Plan Participant Distribution



Note: Three of the participants who posted comments on this topic lived in the K0A Postal FSA



## 4.5 Dialogue Overview

### Summary of Discussion

The most commonly articulated comments were that ridership and the benefits to customers are important evaluation criteria (both noted by 12 out of 23 participants who posted comments on this topic). Supporting a compact city and promoting smart growth was articulated as an important evaluation criteria by ten participants. Cost-effectiveness and benefits to the environment were articulated as important evaluation criteria by nine participants, while reduction to downtown bus congestion was stated by five participants. Four participants identified the ease of implementation as an important evaluation criteria, of note no participants said that the approved council directions was an important evaluation criteria.

### Dialogue Overview Tables

23 Participants posted comments on this topic.

#### Question:

Please indicate what you think are the most important evaluation criteria for assessing the rapid transit implementation scenarios, and why?

Comments Posted on this Topic*		
Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Ridership is an important evaluation criteria	12	52%
Benefits to customers is an important evaluation criteria	12	52%
Supports a compact city (smart growth) is an important evaluation criteria	10	43%
Cost-effectiveness is an important evaluation criteria	9	39%
Benefits to the environment is an important evaluation criteria	9	39%
Reduction to downtown bus congestion is an important evaluation criteria	5	22%
Ease of Implementation is an important evaluation criteria	4	17%

\* Only comments that were posted more than once by more than one participant are included in the dialogue overview tables.



## 4.6 Detailed Metrics

---

To follow are the detailed metrics for the Evaluation Criteria consultation.

### Explanation of Comment Ratings

Participants were able to rate whether they agreed, somewhat agreed, somewhat disagreed or disagreed with a statement. Each agreement/disagreement rating was given a numeric value:

- agree = 4;
- somewhat agree = 3;
- somewhat disagree = 2; and,
- disagree = 1.

Participants could also give unsure ratings. The higher the comment rating, the higher the level of agreement with that comment. The closer a comment is to 1, the greater the level of disagreement with that comment.

### Number of Comment Ratings

The 88 comments in this topic received a total of 155 ratings. The mean number of ratings per comment in this topic was 1.8. The most ratings received by any comment was 6 – one of the comments in this topic received six ratings.

### Number of Comment Readings

The 88 comments in this topic were read 1,406 times. The mean number of readings per comment was 16.0, while the most read comment had 66 readings.

### Most Active Participants

Twenty-three participants posted comments in this topic; four of whom posted more than ten comments. The most frequent contributor to this topic was Lrt's friend, who posted 22 comments in total. Lrt's friend received 340 comment readings and 40 comment ratings. The next most frequent contributor was Michael Mickle who posted 14 comments in total.



## 4.7 Highest Rated Comments

---

To follow are the highest rated comments for the Evaluation Criteria consultation.

### Rated by 2 participants, 4/4

*For those interested in seeing how the presentation of a Decision Matrix, with weighted scoring, of the performance of each scenario against each assessed criteria, have a look at an extract of the recent presentation on the NCR Ottawa River Crossings EA at: <http://tinyurl.com/DecisionMatrix>*

### Rated by 6 participants, 3.8/4

*I am extremely disappointed that, at this stage, we have not been provided with the benefit of a proper Decision Matrix. Such a presentation is vital to help the average resident understand the alternatives and be able to more easily provide informed comment.*

*In my estimation, one of the reasons the City has perennial difficulty in making progress in complex areas is that we fail to achieve agreement at the early project stages as to what the undertaking is intended to accomplish and how to measure the alternative proposals against these criteria. Here we are now, after a decade of studying, going back to the public and re-hashing the basics.*

*The "Evaluation Summary" that has been provided is only a half-measure. When, when dealing with major issues, are we going to display the courage and conviction of introducing the completion of each major phase from the perspective: ... "here we are...we have been investigating XXXX based on council's direction that the following were the important [weighted] criteria [1,2,3,4,5,...] ...and here is what we are recommending...now what do you think of this progress? "*

*Why is a WEIGHTED DECISION MATRIX not provided that displays the criteria that Council should have defined as being important to the success of such an undertaking and against which proposal are assessed? Ever wonder why it takes 10 years to make a decision? We seem to constantly set matters up in such a fashion that ignores progress in the Decision process and almost invites redefining the issues and re-starting the process.*

*If we want such a major undertaking as LRT to progress, Staff and Council must unite in regularly reminding all of what this project is intended to resolve and the relative weight/importance that is assigned to each of the contributing aspects. To do otherwise will inevitably result in either a wrong decision or a series of backslides as we re-invent what we were intending to do.*

*This is not to say that the role of 'consultation' is not important....it is. But the public would greatly benefit from understanding the logic that can be displayed in a Decision Matrix. That will help residents to better understand the nature and scope of the undertaking and should encourage informed comment.*

*Where is the Decision Matrix?*



## 4.8 Most Rated Comment

---

To follow are the most rated comments for the Evaluation Criteria consultation.

### Rated by 6 participants, 3.8/4

*I am extremely disappointed that, at this stage, we have not been provided with the benefit of a proper Decision Matrix. Such a presentation is vital to help the average resident understand the alternatives and be able to more easily provide informed comment.*

*In my estimation, one of the reasons the City has perennial difficulty in making progress in complex areas is that we fail to achieve agreement at the early project stages as to what the undertaking is intended to accomplish and how to measure the alternative proposals against these criteria. Here we are now, after a decade of studying, going back to the public and re-hashing the basics.*

*The "Evaluation Summary" that has been provided is only a half-measure. When, when dealing with major issues, are we going to display the courage and conviction of introducing the completion of each major phase from the perspective: ... "here we are...we have been investigating XXXX based on council's direction that the following were the important [weighted] criteria [1,2,3,4,5,...] ...and here is what we are recommending...now what do you think of this progress?"*

*Why is a WEIGHTED DECISION MATRIX not provided that displays the criteria that Council should have defined as being important to the success of such an undertaking and against which proposal are assessed? Ever wonder why it takes 10 years to make a decision? We seem to constantly set matters up in such a fashion that ignores progress in the Decision process and almost invites redefining the issues and re-starting the process.*

*If we want such a major undertaking as LRT to progress, Staff and Council must unite in regularly reminding all of what this project is intended to resolve and the relative weight/importance that is assigned to each of the contributing aspects. To do otherwise will inevitably result in either a wrong decision or a series of backslides as we re-invent what we were intending to do.*

*This is not to say that the role of 'consultation' is not important....it is. But the public would greatly benefit from understanding the logic that can be displayed in a Decision Matrix. That will help residents to better understand the nature and scope of the undertaking and should encourage informed comment.*

*Where is the Decision Matrix?*

### Rated by 5 participants, 3/4

*Agree with you 100%. It is absolutely ludicrous to place the least needed section of the plan first, just because it might be down first.*

### Rated by 5 participants, 2.6/4

*There are serious problems with the way the Planners have evaluated their Scenarios. In the Summary Evaluation Charts presented at the Open Houses, none of them include the existing O-Train LRT mileage (8km), except of course Scenario 3 which requires demolition of the successful O-Train and its expensive replacement with a slower electric tram line.*

*I have not had the chance to figure out if they made similar errors when they counted the number of new LRT stations, but suspect they also left out the existing 5 O-Train stations. This badly skews the analysis of recommended solution to Scenario 3. They may have also made false calculations in their other evaluation criteria, biased towards Scenario 3.*





## 4.9 Most Read Comments

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To follow are the most read comments for the Evaluation Criteria consultation.

### **Read 66 times, rated by 4 participants, 2/4**

*I heard Maria McRae, chair of the Transportation Committee on CFRA this afternoon (9/11) tell listeners that their recommended scenario is #3 (east and south), and, that the most important reason scenario #3 is preferred is because it includes a completed EA for the south link (the cancelled by Council NS LRT to Riverside South) and therefore is "ready to go". "We would not want to waste that investment in the EA", said Maria.*

*Maria was responding to a question on the importance of the ridership criteria in deciding which scenario to recommend. Maria said that ridership and costs are not the only evaluation criteria – and that in this case - it is that having a completed EA that is the most important criteria.*

*I must say that I fell off my chair when I heard that.*

*After all, it was less than 4 weeks ago that Transit Committee (Aug 20th) approved a new EA instead of using an existing costly Council approved 1994 Environmental Assessment Study because a new EA may possibly confirm a solution that could save the City a little money.*

*So, I ask you, why on the one hand is a new EA needed to possibly save a little \$ on the western transitway, and on the other hand having a completed EA sufficient justification to blow ~\$1billion on a line that could never generate sufficient fare revenues to cover even a small fraction of its operational costs due to extremely low ridership projection (which the City's own ridership study has proven!)?*

*And should I mention the silliness of staff perhaps suggesting the NS LRT line should go ahead because of an approved EA for a maintenance facility at Bowsville – a location that is at the farthest possible distance from the main east/west line that it makes me cry when I think about the length of deadheading? And, was it not another city hired consultant's study that told the City of the importance of minimizing deadhead distance when it came to deciding between Walkley yards and Bowsville, as the justification for destroying a Greenfield instead of using an existing brownfield for the maintenance facility?*

*Am I the only one who has a problem with all of this?*

### **Read 58 times, rated by 3 participants, 3.3/4**

*The ability of the system to attract new ridership is crucial. This is why I cannot understand the desire of some councillors to put the rail line along the river. Putting it in a more central location, Carling Ave. for example, will allow people to use it from the north and from the south as well. It would be in the middle, not on the edge. This plays into the environmental and aesthetic concerns as well. Please don't ruin a beautiful place for transit or traffic.*



## 5.0 SUPPLEMENTARY RAPID TRANSIT NETWORK

This online consultation was conducted between September 11<sup>th</sup> and September 30<sup>th</sup>.

The following information was presented to participants.

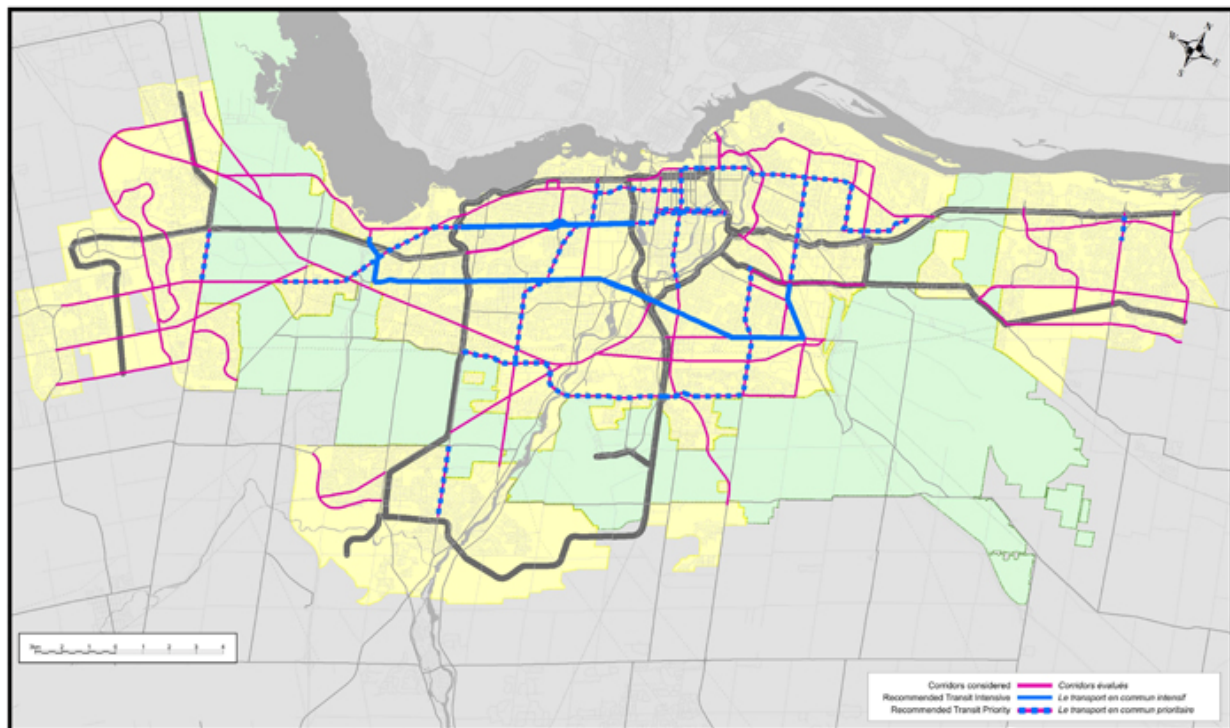
Supplementary transit corridors connect parts of the City not covered by the primary Rapid Transit Network, and also help “feed” riders into the primary grade-separated network.

Supplementary corridors were reviewed to determine their suitability as “Transit Intensive” corridor or a “Transit Priority” corridor.

**Transit Intensive corridors** - provide an all-day, dedicated (exclusive), continuous transit facility for exclusive use by buses or trains, operating at street level with priority at signalized intersections.

**Transit priority corridors** - include a set of coordinated transit priority measures within a designated roadway corridor. Measures may include peak-period bus lanes, queue jumps, signal priority, etc. and can be implemented over time on an as-needed basis.

The following map shows the recommended supplementary rapid transit network.



Additional information about the supplementary transit network is available in the document library on the right side of the page.

Please indicate your level of agreement with the proposed supplementary rapid transit network.

Please explain your choice.

This section will provide an overview of Supplementary Rapid Transit Network consultation and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Dialogue Overview
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments



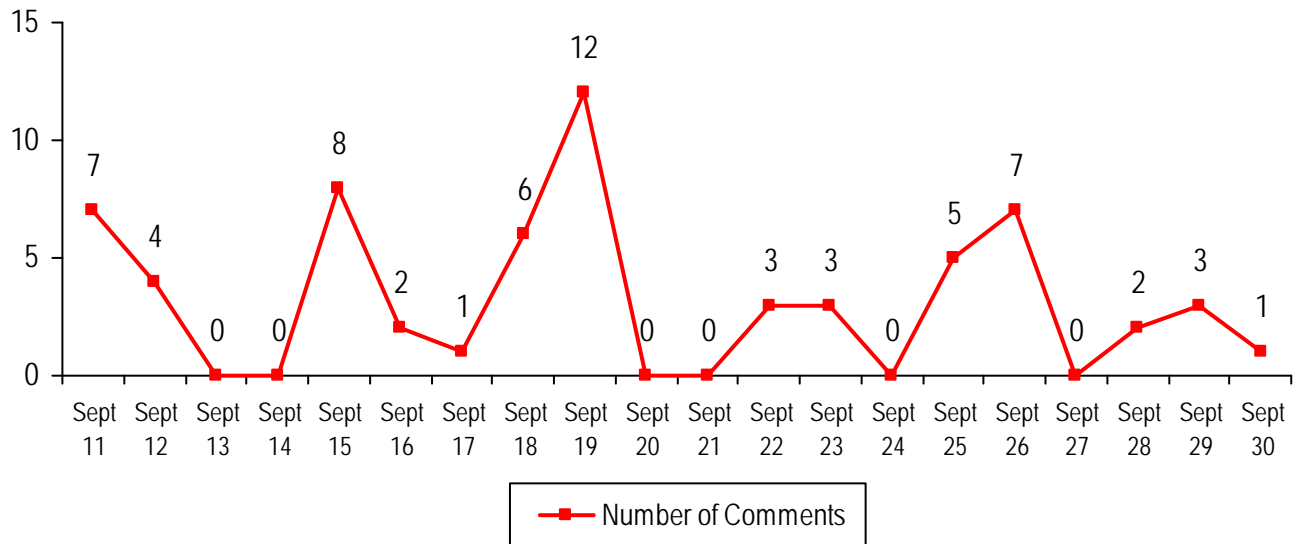


5.1 Activity Summary

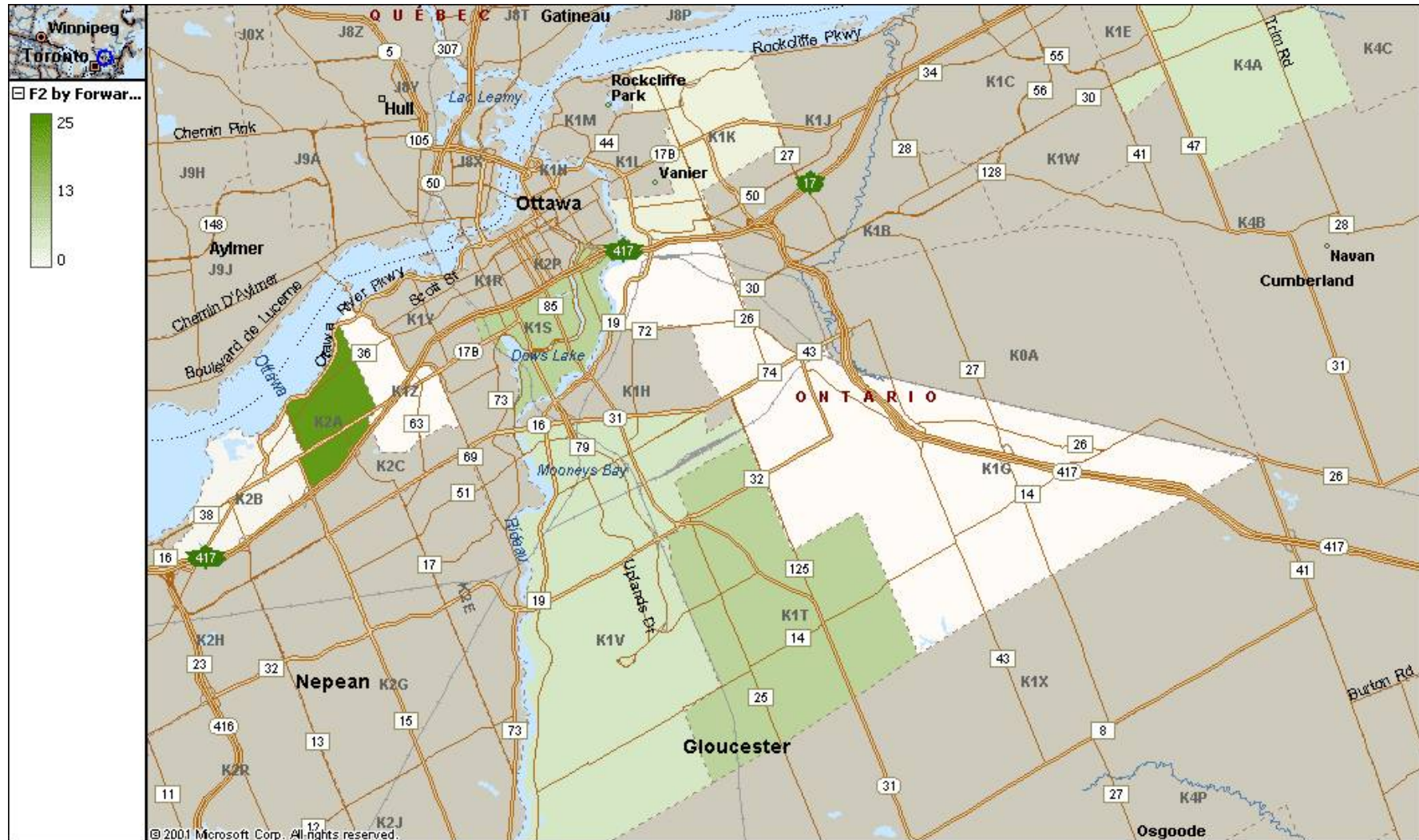
Site Activity Breakdown  
Supplementary Rapid Transit Network

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	64	11.7
Number of Comment Readings	951	10.5
Number of Comment Ratings	62	7.8
Commenters	16	16.0

Number of Comments by Day  
Supplementary Rapid Transit Network



## 5.2 Supplementary Rapid Transit Network Comment Distribution

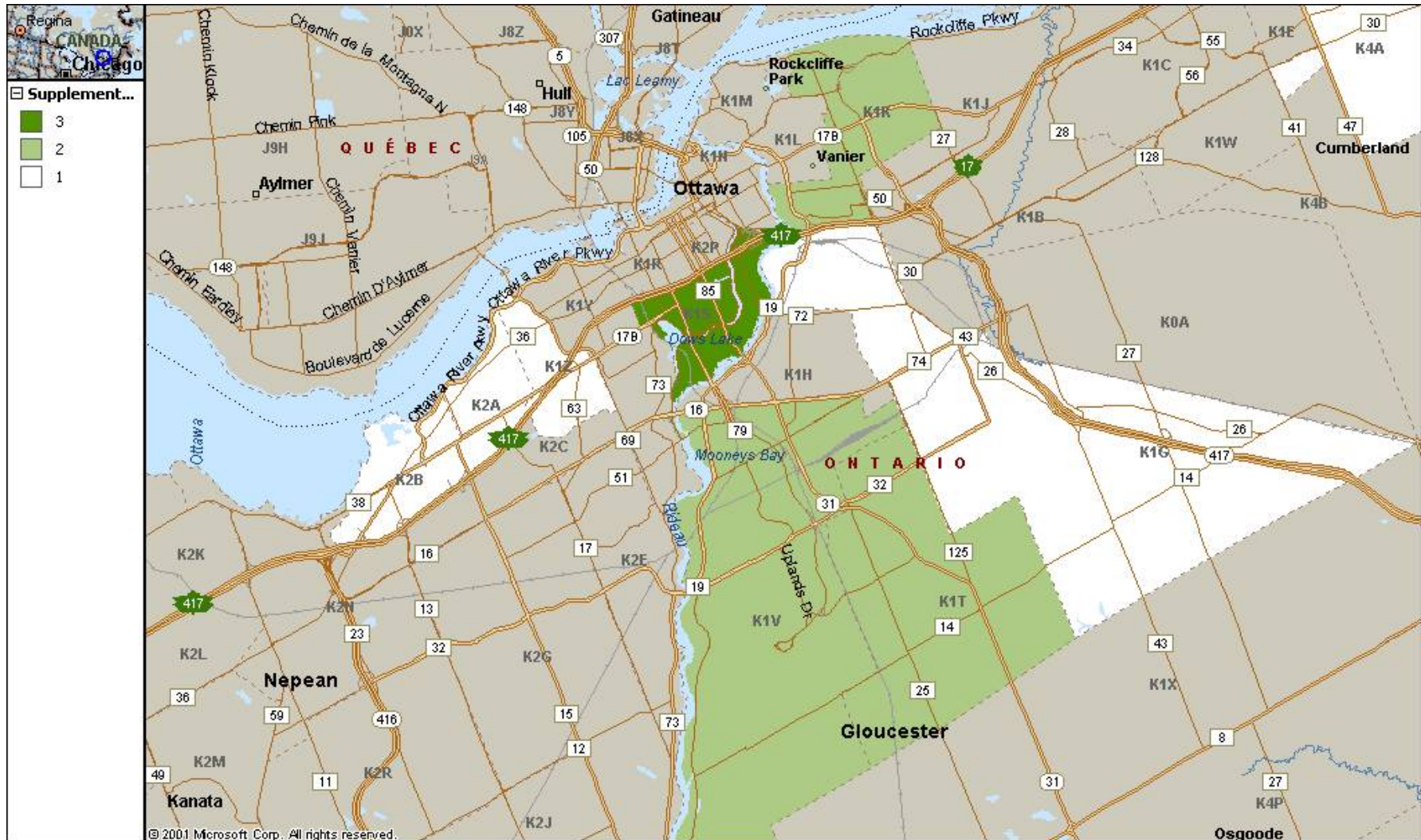


Note: One comment on this topic were posted by participants who lived in the K0A Postal FSA





### 5.3 Supplementary Rapid Transit Network Participant Distribution



Note: One of the participants who posted comments on this topic lived in the K0A Postal FSA



## 5.5 Dialogue Overview

### Summary of Discussion

The majority of participants who posted comments on this topic agreed with the supplementary rapid transit network (13 out of 16 participants). Twelve participants said that they thought that the City of Ottawa should implement scenario 4 for the rapid transit network. Six participants stated that there should not be LRT on Bank street, while five participants said that it was important for the rapid transit network must be connected to regional transit hubs and other important locations across Ottawa.

### Dialogue Overview Tables

16 Participants posted comments on this topic.

#### Question:

Please indicate your level of agreement with the proposed supplementary rapid transit network.

Please explain your choice.

Comments Posted on this Topic*		
Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
Agree with supplementary rapid transit network	13	81%
Agree that with Scenario 4	12	75%
LRT on Bank Street is a bad idea	6	38%
The rapid transit network must be connected to regional transit hubs and important locations across Ottawa	5	31%
Stop wasting time, start building immediately	4	25%
Require a stronger bus network all over Ottawa	4	25%
New transit plan must have cycle path infrastructure	4	25%
Carling is the best option as a corridor for LRT in the West end	4	25%
Somewhat agree with supplementary rapid transit network	3	19%
Federal and/or Provincial Governments should subsidize infrastructure expansion through the greenbelt and/ or a network similar to that of the GO Network in TO	3	19%
Byron should be used as the West end corridor for LRT	3	19%
There should be mixed trains on tracks	2	13%
Ottawa needs Go-Train network	2	13%
Trains should use existing rail corridors	2	13%
LRT should run on Innes to access the East end	2	13%

\* Only comments that were posted more than once by more than one participant are included in the dialogue overview tables.



## 5.6 Detailed Metrics

---

To follow are the detailed metrics for the Supplementary Rapid Transit Network consultation.

### Agreement/Disagreement with the Supplementary Rapid Transit Network

On this topic, participants and unregistered site visitors were given the option of selecting whether they completely agreed, somewhat agreed, somewhat disagreed or completely disagreed with the supplementary rapid transit network in a drop down rating box. In total 25 participants rated their level of agreement/disagreement with the supplementary rapid transit network. The following are the results of the scenario ratings.

Agreement/Disagreement with the Supplementary Rapid Transit Network	Number	Percentage (n=25)
Completely Agree	5	20%
Somewhat agree	13	52%
Somewhat disagree	2	8%
Completely Disagree	3	12%
Unsure	2	8%

### Explanation of Comment Ratings

Participants were able to rate whether they agreed, somewhat agreed, somewhat disagreed or disagreed with a statement. Each agreement/disagreement rating was given a numeric value:

- agree = 4;
- somewhat agree = 3;
- somewhat disagree = 2; and,
- disagree = 1.

Participants could also give unsure ratings. The higher the comment rating, the higher the level of agreement with that comment. The closer a comment is to 1, the greater the level of disagreement with that comment.

### Number of Comment Ratings

The 64 comments in this topic received a total of 62 ratings. The mean number of ratings per comment in this topic was 1.0. The most ratings received by any comment was 5 – one of the comments in this topic received five ratings.

### Number of Comment Readings

The 64 comments in this topic were read 951 times. The mean number of readings per comment was 14.8, while the most read comment had 107 readings.

### Most Active Participants

Sixteen participants posted comments in this topic, four of whom posted more than five comments. The most frequent contributors to this topic was Michael Miekle, who posted 23 comments in total. Michael Miekle received 352 comment readings and 9 comment ratings. The next most frequent contributor was Lrt's friend who posted 9 comments in total.



## 5.7 Highest Rated Comments

---

To follow are the highest rated comments for the Supplementary Rapid Transit Network consultation.

### Rated by 3 participants, 4/4

*What I notice the most is the lack of redundancy in the primary network west of the N-S route. East of the N-S route, there are cross connections which make transit travel easier. The west badly needs another primary rapid transit connection between the N-S route and the S-W route, between the Ottawa River Parkway and the Strandherd bridge. The lack of this cross connection will continue to make cross-town travel by transit difficult unless you are travelling along the very north fringe of the city.*

*On the secondary network, the Carling line needs to be extended to downtown and to Bayshore to minimize transfers. The Baseline-Heron-Walkley line should extend at least to St. Laurent to connect with LRT there. I suppose that if this is a BRT route, then the existing overpasses on St. Laurent only permit partial implementation on this sector. I also continue to hope for an O-Train type service between Kanata and the Via Rail station using existing track. This could provide that additional cross connection mentioned earlier.*

### Rated by 2 participants, 4/4

*We are still waiting for the shoe to drop. How much will we have to spend to settle the lawsuit? This may decide whether we will building much of anything.*

*On ridership growth, this whole idea that there will not be ridership growth keeps getting trotted out. It is ironic that you make this comment about the former plan when exactly the same comments were made before the O-Train opened and we all know what happened there. There is the concept of 'build it and they will come'. There were ridership studies for the former plan indicating that ridership growth was expected and those same studies indicated that the former project would have generated 4 times the ridership than presently achieved with the O-Train. We have not seen comparable ridership studies for the current project, which is critical to properly assess what should be done.*

*On being too expensive, isn't this kind of ridiculous to be bringing this up now, when the new project is expected to cost 5 times as much as the former project. Furthermore, the former project was fully costed and funding identified. This is still to be done with the current project. Until funding is identified, the current exercise is still just drawing lines on a map, which may amount to no more than a pipe dream. With the former project, the shovels were ready to go in the ground. It was achievable. We don't know if that is the case with the new plan.*

*On the 'award winning' O-Train, it is fine to bring this up, but we also have to be honest about the limitations of the O-Train in that it does a poor job in delivering passengers downtown.*

*We also have to be honest that the Leirtrim terminus proposed for the O-Train extension is far from ideal in serving the southern growth areas. Who would place a rapid transit terminus in the midst of a forest, almost entirely surrounded by conservation land and land protected for airport use?*

*Lastly, the former project was just the first phase and everybody knew that subsequent phases were going to add east-west service. The current plan calls for expenditures of \$2B+++ in Phase 1. Is this realistic?*

### Rated by 2 participants, 4/4

*It would make sense, if we build the N-S LRT route, that a bike path be built along it, particularly from Carleton University southward. There is no decent biking route running parallel to that corridor without using busy arterial roads, which is a very unpleasant experience and doesn't encourage biking as a mode of transport. North of Carleton, it becomes more of a challenge because of the Dow's Lake tunnel. We should get more serious about providing safe bike alternatives in a city that is so beautiful.*



**Rated by 2 participants, 4/4**

*It could be because these corridors mostly benefit those outside of Ottawa. The rail line in the Mayor's Task force in the east benefits mostly those outside of Ottawa. In the west, rail would bring some benefit to those in Barrhaven and Kanata, but it was to be extended far beyond there. You'd have Ottawa taxpayers paying for someone from Smith's Falls to take a train.*

*Look at GO in Toronto. This commuter rail would be similar to GO. The Queen streetcar (501) carries 25% of what GO carries. One line carries 25% of an entire system! So, LRT or streetcar inside of Ottawa has greater potential.*

*Further, I don't want my Ottawa property taxes subsidizing those outside of Ottawa.*





## 5.8 Most Rated Comment

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To follow are the most rated comments for the Supplementary Rapid Transit Network consultation.

### Rated by 5 participants, 3.2/4

*My view: Instead of constructing LRT from Hurdman to Blair, LRT construction should take place on the undefined Hospital transit corridor and Innes corridor. This way the LRT construction will not interrupt the bus service from Hurdman to Orleans, and will benefit the citizens in the longterm.*

*By the proposal to construct LRT from Hurdman to Blair before this phase, the city is putting Orleans residents at a greater disadvantage in the time it will take for the residents to get downtown.*

### Rated by 4 participants, 3.3/4

*An environmental assessment was already made for the North South Route. What is the reason for the delay on that part? Honestly, North, South, East or West this Mayor and City council have successfully split the city into angry mobs each one looking for their own side of town. Good Work!!*

*Recommendation: Replace those fancy suited consultants (including the moderator of this site) with blue-collar hardhat workers. Maybe, just maybe, we can get something done.*





## 5.9 Most Read Comments

---

To follow are the most read comments for the Supplementary Rapid Transit Network consultation.

### Read 107 times, rated by 5 participants, 3.2/4

*My view: Instead of constructing LRT from Hurdman to Blair, LRT construction should take place on the undefined Hospital transit corridor and Innes corridor. This way the LRT construction will not interrupt the bus service from Hurdman to Orleans, and will benefit the citizens in the longterm.*

*By the proposal to construct LRT from Hurdman to Blair before this phase, the city is putting Orleans residents at a greater disadvantage in the time it will take for the residents to get downtown.*

### Read 64 times, rated by 2 participants, 3.5/4

*A separate view in a different portion - the west end: Really, transit alternatives should be assessed before the city decides what route to take west of Tunney's Pasture (well west of Westboro). It has long been known the NCC has not guaranteed to grant land on the parkway. I believe the best alternative (if any) is the Byron strip and not Carling Avenue (as Carling Avenue would add to transit time and not increase transit ridership - especially in the west and southwest ends).*

### Read 47 times, rated by 3 participants, 4/4

*What I notice the most is the lack of redundancy in the primary network west of the N-S route. East of the N-S route, there are cross connections which make transit travel easier. The west badly needs another primary rapid transit connection between the N-S route and the S-W route, between the Ottawa River Parkway and the Strandherd bridge. The lack of this cross connection will continue to make cross-town travel by transit difficult unless you are travelling along the very north fringe of the city.*

*On the secondary network, the Carling line needs to be extended to downtown and to Bayshore to minimize transfers. The Baseline-Heron-Walkley line should extend at least to St. Laurent to connect with LRT there. I suppose that if this is a BRT route, then the existing overpasses on St. Laurent only permit partial implementation on this sector. I also continue to hope for an O-Train type service between Kanata and the Via Rail station using existing track. This could provide that additional cross connection mentioned earlier.*

### Read 45 times, rated by 1 participant

*I notice that in Orleans, that the only recommended transit priority goes about 1/2 way down Tenth Line. That lasts just over 1 km. 1 km of transit priority is ridiculous. First, it is in the wrong location. There is nothing there to justify it. Only two local routes use that stretch of road. Second, it totally ignores the work of the Heart of Orleans BIA and Orleans Town Centre. Those are two areas where transit intensive will be required. In less than 10 years, there will be roughly 2600 housing units with a 1 km radius of Tenth Line and the 174. St Joseph, if done right, is poised to grow as well. That is where we will need transit.*

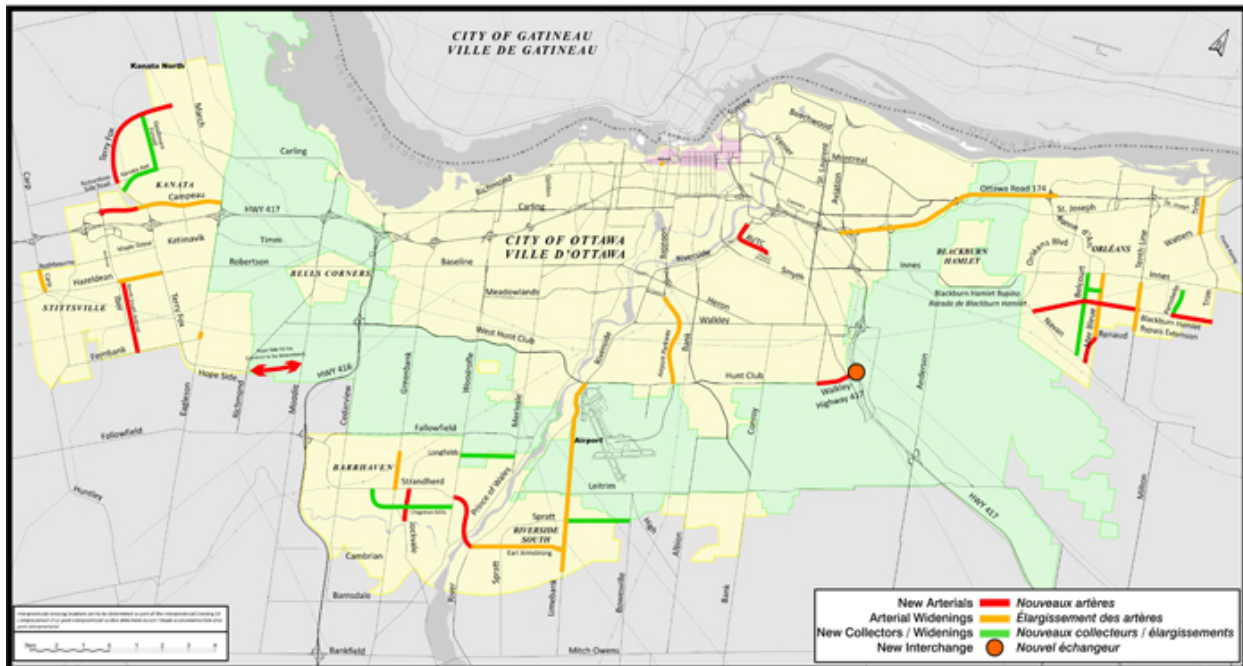


## 6.0 ROADWAY INFRASTRUCTURE NEEDS

This online consultation was conducted between September 11<sup>th</sup> and September 30<sup>th</sup>.

The following information was presented to participants.

The following map shows the recommended roadway infrastructure projects to be completed during Phase 1 of construction (2009-2015).



A full description of all recommended roadway infrastructure projects is available in the document library on the right side of the page. Please consult the library and provide us with your input on the proposed roadway projects.

Please indicate any changes that you would like to see regarding the road projects during Phase 1. Specify if your comments pertain to roads in the east, southeast, southwest or west.

This section will provide an overview of the Roadway Infrastructure Needs consultation and includes the following:

- Activity Summary
- Comment Distribution Maps
- Participant Distribution Maps
- Dialogue Overview
- Detailed Metrics
- Highest Rated Comments
- Most Rated Comments
- Most Read Comments

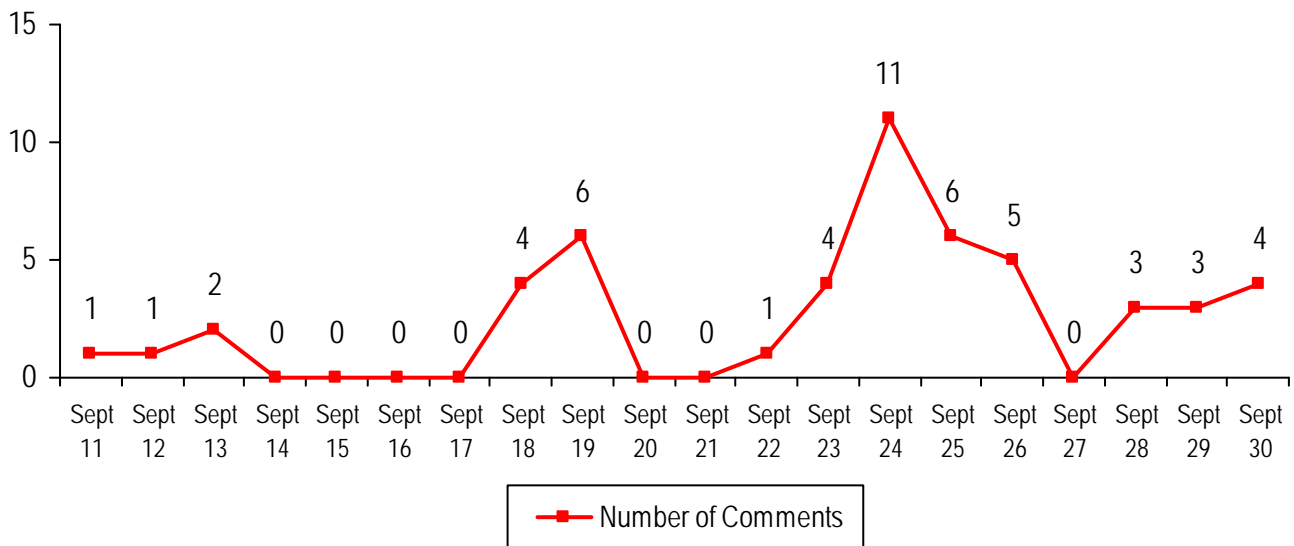


6.1 Activity Summary

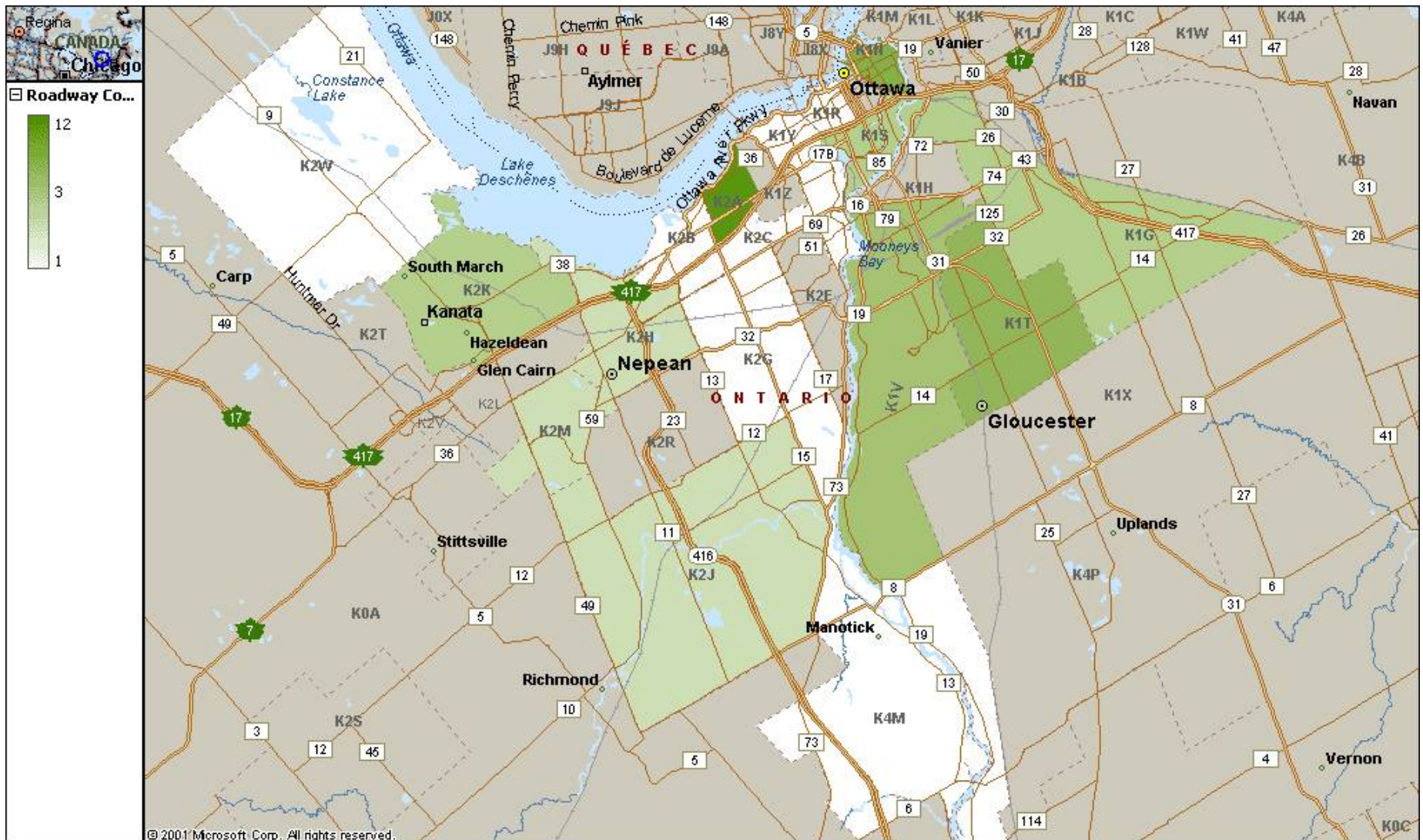
Site Activity Breakdown  
Roadway Infrastructure Needs

Site Activity	Activity	Percentage of Total Consultation
Number of Comments Posted	51	9.3
Number of Comment Readings	793	8.7
Number of Comment Ratings	85	10.8
Commenters	29	29.0

Number of Comments by Day  
Roadway Infrastructure Needs



## 6.2 Roadway Infrastructure Needs Comment Distribution

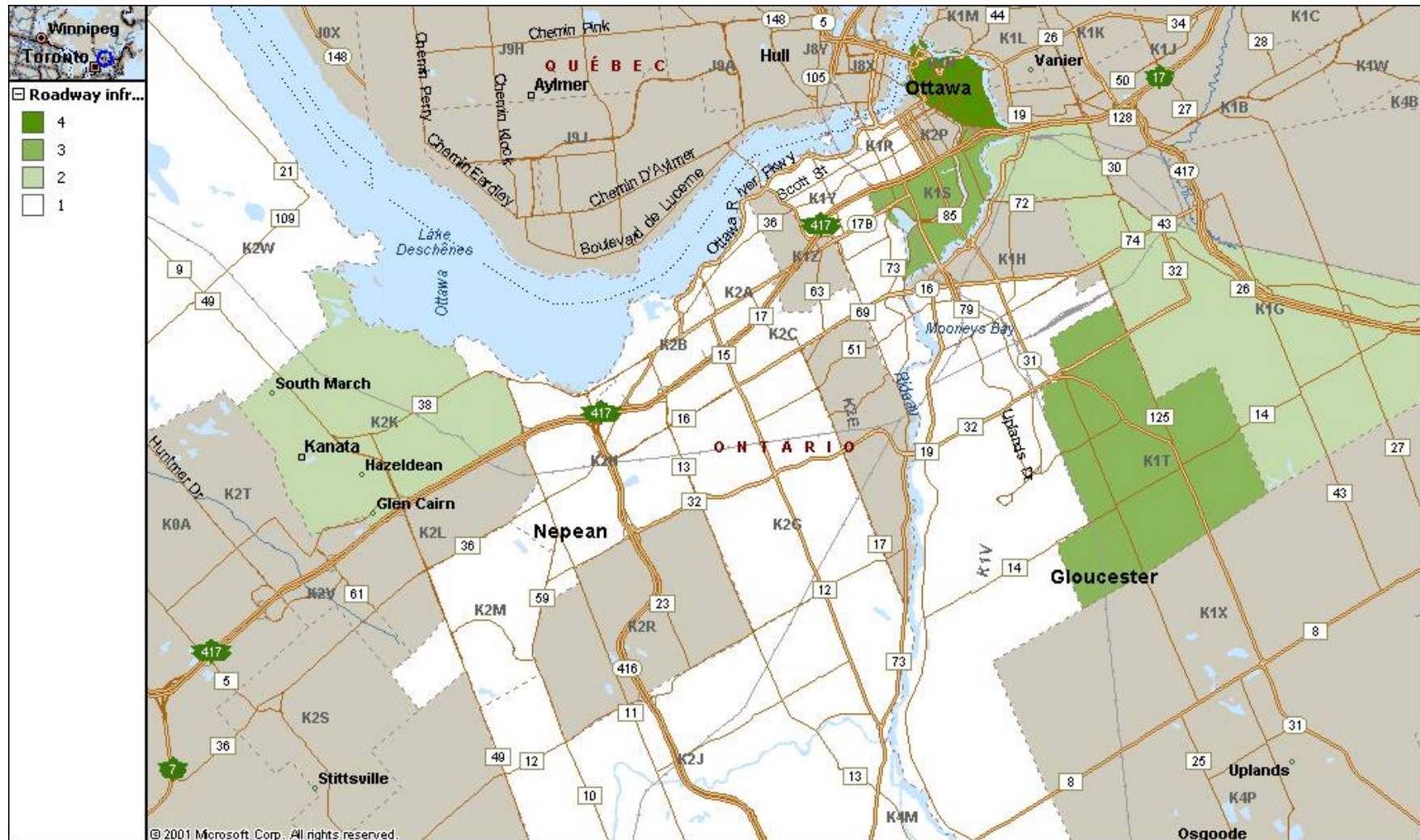


Note: Two comments on this topic were posted by participants who lived in the K0A Postal FSA.





### 6.3 Roadway Infrastructure Needs Participant Distribution



Note: Two of the participants who posted comments on this topic lived in the K0A Postal FSA.



### Summary of Discussion

The most commonly articulated comment was that the city should spend less money on road infrastructure and instead redirect that money towards mass transit (noted by 10 out of 29 participants who posted comments on this topic). Five participants stated that additional lanes on the Airport Parkway will cause more congestion on Bronson Ave. Other comments included adding bike lanes, pedestrian passes, noise barriers and bus lanes on the Airport Parkway (noted by 4 participants) and that the Alta Vista Parkway was needed (noted by 3 participants).

### Dialogue Overview Tables

29 Participants posted comments on this topic.

#### Question:

Please indicate any changes that you would like to see regarding the road projects during Phase 1. Specify if your comments pertain to roads in the east, southeast, southwest or west.

Comments Posted on this Topic*		
Comment	Number of Individuals Who Expressed Comment	Percentage of Individuals Who Expressed Comment
City should spend less on roads and focus more on transit	10	34%
Additional lanes to Airport Parkway will only add to the bottleneck on Bronson	5	17%
Airport Parkway should include: bike lanes, pedestrian passes, noise barriers, and/or bus lanes	4	14%
Alta Vista Parkway is a good idea	3	10%
Ottawa should prevent urban sprawl	2	7%
Ottawa should focus on improving cyclist infrastructure	2	7%
Kind Edward lane reduction should occur	2	7%
Must address 417-Macdonald Cartier connection	2	7%
Rideau Street needs a solution to congestion	2	7%
Limeback road needs to be widened	2	7%

\* Only comments that were posted more than once by more than one participant are included in the dialogue overview tables.



## 6.6 Detailed Metrics

---

To follow are the detailed metrics for the Roadway Infrastructure Needs consultation.

### Explanation of Comment Ratings

Participants were able to rate whether they agreed, somewhat agreed, somewhat disagreed or disagreed with a statement. Each agreement/disagreement rating was given a numeric value:

- agree = 4;
- somewhat agree = 3;
- somewhat disagree = 2; and,
- disagree = 1.

Participants could also give unsure ratings. The higher the comment rating, the higher the level of agreement with that comment. The closer a comment is to 1, the greater the level of disagreement with that comment.

### Number of Comment Ratings

The 51 comments in this topic received a total of 85 ratings. The mean number of ratings per comment in this topic was 1.7. The most ratings received by any comment was five – two of the comments in this topic received five ratings.

### Number of Comment Readings

The 51 comments in this topic were read 793 times. The mean number of readings per comment was 15.5, while the most read comment had 53 readings.

### Most Active Participants

Twenty-nine participants posted comments in this topic, ten of whom posted more than one comment. The most frequent contributor to this topic was Michael Mickle, who posted 11 comments in total. Michael Mickle received 146 comment readings and 8 comment ratings.



## 6.7 Highest Rated Comments

---

To follow are the highest rated comments for the Roadway Infrastructure Needs consultation.

### Rated by 5 participants, 4/4

*I have a major problem with the City's roadway infrastructure plans, particularly the amount of money being put aside for roadway projects. Mass transit must be the top priority for the City of Ottawa, however the current budgeting for roadway projects from now until 2031 is equal to money being budgeted for mass transit. I also disagree with the amount of money being spent on roadways in bedroom communities. We are spending billions of dollars widening and creating new arterial roads outside of the greenbelt when the primary focus should be on densification. The City of Ottawa must begin implementing the types of plans that curb urban sprawl not promote it.*

### Rated by 4 participants, 4/4

*The reduction to a 4-lane King Edward Avenue should be implemented as soon as possible. This project should actually be taking place now; and at the very least it should be included in Phase 1. Why should the residents of Lowertown be subjected to this 6-lane monstrosity simply to satisfy the needs of mostly non-resident commuters? Any resulting traffic tie-ups should serve to promote greater transit cooperation sooner rather than later between the cities of Ottawa and Gatineau.*

*I don't think there's any point in waiting for a new East-end bridge to be built. The recent bridge study at [www.ncrcrossings.ca](http://www.ncrcrossings.ca) is clear: even if the recommended Kettle Island Bridge is built, the current truck volume of approximately 2500 trucks a day is projected to remain virtually unchanged by 2030. If anything, I think this proves that it was a mistake to dismiss the idea of building a tunnel from the Macdonald-Cartier Bridge to the 417.*

### Rated by 4 participants, 4/4

*Airport Parkway - The extra lanes should be for taxis, shuttles, tour buses and high occupancy vehicles only (min 3 persons).*



## 6.8 Most Rated Comment

---

To follow are the most rated comments for the Roadway Infrastructure Needs consultation.

### Rated by 5 participants, 4/4

*I have a major problem with the City's roadway infrastructure plans, particularly the amount of money being put aside for roadway projects. Mass transit must be the top priority for the City of Ottawa, however the current budgeting for roadway projects from now until 2031 is equal to money being budgeted for mass transit. I also disagree with the amount of money being spent on roadways in bedroom communities. We are spending billions of dollars widening and creating new arterial roads outside of the greenbelt when the primary focus should be on densification. The City of Ottawa must begin implementing the types of plans that curb urban sprawl not promote it.*

### Rated by 5 participants, 3.2/4

*I don't understand why we are putting so much money into new roads which will attract more cars and all the negative fallout from that -- congestion, air and noise pollution, increased accident rate, high maintenance costs -- rather than putting that money to better use building the light rail system we so badly need and that would be so much more efficient, clean and cost-effective.*

### Rated by 4 participants, 4/4

*The reduction to a 4-lane King Edward Avenue should be implemented as soon as possible. This project should actually be taking place now; and at the very list it should included in Phase 1. Why should the residents of Lowertown be subjected to this 6-lane monstrosity simply to satisfy the needs of mostly non-resident commuters? Any resulting traffic tie-ups should serve to promote greater transit cooperation sooner rather than later between the cities of Ottawa and Gatineau.*

*I don't think there's any point in waiting for a new East-end bridge to be build. The recent bridge study at [www.ncrcrossings.ca](http://www.ncrcrossings.ca) is clear: even if the recommended Kettle Island Bridge is built, the current truck volume of approximately 2500 trucks a day is projected to remain virtually unchanged by 2030. If anything, I think this proves that it was a mistake to dismiss the idea of building a tunnel from the Macdonald-Cartier Bridge to the 417.*

### Rated by 4 participants, 4/4

*Airport Parkway - The extra lanes should be for taxis, shuttles, tour buses and high occupancy vehicles only (min 3 persons).*

### Rated by 4 participants, 1.5/4

*The Alta Vista Parkway implementation seems particularly long, considering the citizens in the south have been waiting many, many years for some action on this project. This would be one of the routes that would help the rural Ottawans commute to work as they do not have transit alternatives, and more and more of their jobs are being moved to urban centres as the village and rural businesses close. Would be nice if the Alta Vista Parkway happened sooner rather than later.*



## 6.9 Most Read Comments

---

To follow are the most read comments for the Roadway Infrastructure Needs consultation.

### Read 53 times, rated by 4 participants, 4/4

*The reduction to a 4-lane King Edward Avenue should be implemented as soon as possible. This project should actually be taking place now; and at the very least it should be included in Phase 1. Why should the residents of Lowertown be subjected to this 6-lane monstrosity simply to satisfy the needs of mostly non-resident commuters?*

*Any resulting traffic tie-ups should serve to promote greater transit cooperation sooner rather than later between the cities of Ottawa and Gatineau.*

*I don't think there's any point in waiting for a new East-end bridge to be built. The recent bridge study at [www.ncrcrossings.ca](http://www.ncrcrossings.ca) is clear: even if the recommended Kettle Island Bridge is built, the current truck volume of approximately 2500 trucks a day is projected to remain virtually unchanged by 2030. If anything, I think this proves that it was a mistake to dismiss the idea of building a tunnel from the Macdonald-Cartier Bridge to the 417.*

### Read 35 times, rated by 5 participants, 4/4

*I have a major problem with the City's roadway infrastructure plans, particularly the amount of money being put aside for roadway projects. Mass transit must be the top priority for the City of Ottawa, however the current budgeting for roadway projects from now until 2031 is equal to money being budgeted for mass transit.*

*I also disagree with the amount of money being spent on roadways in bedroom communities. We are spending billions of dollars widening and creating new arterial roads outside of the greenbelt when the primary focus should be on densification. The City of Ottawa must begin implementing the types of plans that curb urban sprawl not promote it.*

### Read 35 times, rated by 1 participant

*I certainly hope Limebank will become less narrow. I once biked on Limebank, and one car was really driving too close to me - because Limebank is really too narrow for both cyclists and motorists.*



## Appendix A – Consultation Moderator Biography

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### Nik Nanos

Nik Nanos is our independent moderator for this topic.

Nik is one of Canada's leading research and consultation experts. He has facilitated a broad range of very complex and sensitive consultation initiatives ranging from legislative consultations through to national roundtables.

He became the consultation moderator on September 11<sup>th</sup>, 2008.



## Appendix B – Landing Page Screen Shot

The screenshot shows the City of Ottawa website. At the top left is the Ottawa logo. The top right navigation bar includes links for "Français", "Logout", and "Administrator (My Account)". Below this is a blue navigation bar with links for "Residents", "Visitors", "City Hall", "Business", and "Online Services". A search box is located on the right side of this bar. The main content area features a "Home" link and a sidebar menu with categories like "Beyond Ottawa 20/20 - Transportation Master Plan", "All Topics", "RSS feed of topics", "Administrative Control Panel", and "Topics". The main content area has a grey header that reads "Welcome to the Transportation Master Plan Online Consultation". Below this is a bolded message: "Thank you for your participation. The consultation is now closed". The text continues: "Over the past year, we have taken some exciting steps in developing a transit vision for the City of Ottawa. In May 2008 Council voted 19 - 4 in favour of a plan that will literally transform Ottawa by solving congestion from the core out with the use of a downtown tunnel and providing better service to communities in the east, west and south. The approved network prepares us for our City's future growth by converting the existing Bus Rapid Transitway to accommodate twin-track electric Light Rail Transit between Blair and Baseline stations and upgrading the existing rail line south to accommodate Light Rail Transit and extend service to Bowesville Road. Council also voted on an enhanced plan that includes a dramatic extension of rail across the entire City once a number of criteria have been met including achieving minimum density targets, the development of corridors inside the Greenbelt and when funding becomes available. We have made the best long-term decision but there is still a lot of work to be done as we decide which corridors are built first. The City of Ottawa has presented four options for the staging and construction of the complete Rapid Transit Network and we are asking for your feedback on these options. The main focus will be on transit but public consultation will also focus on priority roads, cycling and pathway projects. I encourage you to participate by attending one of the public open houses in your community or by sharing your views online. I look forward to working with you to move Ottawa's transit and transportation future forward. Sincerely, Mayor Larry O'Brien". Below the text is a portrait of Mayor Larry O'Brien wearing a ceremonial chain. At the bottom of the snippet is a link that says "Edit this snippet". The browser's status bar at the bottom shows "Done", "Internet", and "100%".





## Appendix C – Rapid Transit Implementation Scenarios Screen Shot

**Ottawa** Français Logout Administrator (My Account)

Residents | Visitors | City Hall | Business | Online Services

Search

Home > Rapid Transit Implementation Scenarios

**Home**

- Beyond Ottawa 20/20 - Transportation Master Plan
- All Topics
- RSS feed of topics
- Administrative Control Panel
- Topics**
- Evaluation Criteria
- Rapid Transit Implementation Scenarios
- Roadway Infrastructure Needs
- Supplementary Rapid Transit Network

### Rapid Transit Implementation Scenarios

343 comments - Latest by lrt's friend

There are four proposed rapid transit implementation scenarios. All four scenarios include the downtown LRT tunnel within the first phase of construction. For a complete description of each scenario, please consult the document library on the right side of the page.

The following is a brief overview of each scenario.

**Scenario 1 (Tunnel & LRT East)** – This scenario is based on constructing LRT from Blair Station to Tunney's Pasture Station in the first phase of construction.

**Scenario 2 (Tunnel & LRT West)** – This scenario is based on constructing LRT from Baseline Station to St. Laurent Station in the first phase of construction.

**Scenario 3 (Tunnel & LRT East & South)** – This scenario is based on constructing LRT from Blair Station to Tunney's Pasture Station and from Bayview Station to a station in Riverside South Centre in the first phase of construction.

**Scenario 4 (Tunnel & LRT East & West)** – This scenario is based on constructing LRT from Baseline Station to Blair Station in the first phase of construction.

**Which rapid transit implementation scenario do you prefer?**

(Please indicate the elements you like most, and any changes that you would like to see made to your preferred scenario)

[Reply to Topic](#)

#### Comments

[lrt's friend](#) Which Scenario builds the most transit on new corridors? Which Scenario builds the most transit that will actually speed up transit service? Which Scenario will offer more to currently underserved areas?  
[read and comment](#)  
30 Sep 23:22  
No replies yet. [View this conversation.](#)

[David McClelland](#) I'm in favour of Scenario 3. While 4 would be better for the city overall, I think, it's also much further down the road than 3 due to the concerns over how to run the line past Dominion. We should focus on building what we can as soon as possible, and work on  
[read and comment](#)

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[nnanos@nanosresearch.com](mailto:nnanos@nanosresearch.com)

#### Support Material

- > Rapid Transit Implementation Scenario 1, Tunnel + LRT East
- > Rapid Transit Implementation Scenario 2, Tunnel + LRT west
- > Rapid Transit Implementation Scenario 3, Tunnel + LRT east + LRT south
- > Rapid Transit Implementation Scenario 4, Tunnel + LRT east + LRT west

#### Newest Comments

Which Scenario builds the most transit on new corridors? Which Scenario build [read and comment](#) lrt's friend (Ontario) 30 Sep 23:22

But the idea is get rid of all buses (87/96/97) on Albert/Slater, otherwise the [read and comment](#) Condor Counter (Ontario) 30 Sep 22:58

But why tear up the successful O-



## Appendix D – Evaluation Criteria Screen Shot

The screenshot shows the City of Ottawa website interface. At the top left is the Ottawa logo. The navigation menu includes: Residents, Visitors, City Hall, Business, Online Services. On the right, there are links for Français, Logout, and Administrator (My Account). A search bar is located below the navigation menu.

The breadcrumb trail reads: Home > Evaluation Criteria.

**Left Sidebar:**

- Home
- Beyond Ottawa 20/20 - Transportation Master Plan
- All Topics
- RSS feed of Topics
- Administrative Control Panel
- Topics**
- Evaluation Criteria
- Rapid Transit Implementation Scenarios
- Roadway Infrastructure Needs
- Supplementary Rapid Transit Network

**Main Content Area:**

### Evaluation Criteria

67 comments - Latest by Brocklebank

The four rapid transit implementation scenarios presented for public feedback will be subject to a technical evaluation that looks at the merits of each scenario. We need your input on which criteria are the most important.

The follow are the eight rapid transit implementation evaluation criteria.

- Ridership:** Transit scenarios will be assessed by their ability to attract new ridership to the system.
- Cost-effectiveness:** Transit scenarios will be assessed by the capital cost per passenger-km, the operating cost per passenger-km and the operating cost savings of each.
- Benefits to Customers:** Transit scenarios will be assessed by the travel time savings they bring to riders, the increased reliability, the quality of the ride (as measured by the percentage of passengers using LRT infrastructure) and level of access to rapid transit (number of new rapid transit stations being built) for riders.
- Benefits to the Environment:** Transit scenarios will be assessed by the GHG and emissions reductions they produce.
- Reduction of Downtown Bus Congestion:** Transit scenarios will be assessed by the percentage of buses removed from Albert and Slater streets in each transit scenario.
- Supports a Compact City (Smart Growth):** Transit scenarios to be assessed by the number of mixed-use centres and key employment areas served, number of key sites with potential for development, and the percentage of new Rapid Transit infrastructure in Phase 1 that is located inside the Greenbelt.
- Ease of Implementation:** Transit scenarios will be assessed according to the potential for early LRT implementation, the degree of change to current service during the construction period, the speed of implementation and the availability of a rail yard.
- Approved Council Directions:** Council has indicated five key directions – including the completion of the Transitway by 2015, construction of the Downtown Transit Tunnel, implementation of rapid transit using the Cumberland alignment, implementation of LRT to the South-Eastern growth area, and improvement of the revenue/cost ratio. The transit scenarios will be assessed according to their level of adherence to these Council directions.

Additional information about the evaluation criteria is available in the document library on the right side of the page.

**Please indicate what you think are the most important evaluation criteria for assessing the rapid transit implementation scenarios, and why?**

[Reply to Topic](#)

**Comments**

Done

**Right Sidebar:**

#### Nik Nanos

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Nik is one of Canada's leading research and consultation experts. He has facilitated a broad range of very complex and sensitive consultation initiatives ranging from legislative consultations through to national roundtables.

[nnanos@nanosresearch.com](mailto:nnanos@nanosresearch.com)

#### Support Material

- > Evaluation Summary of Phase 1 Transit Infrastructure

#### Newest Comments

In past city budget deliberations I have asked what is included in the calculati [read and comment](#)  
Brocklebank (Ontario) 30 Sep 23:20

Yes, but the moneys are only committed a few years into the future...and are vul [read and comment](#)  
Condor Counter (Ontario) 30 Sep 23:07

Yes, but the moneys are only committed a few years into the future...and are vul [read and comment](#)  
Condor Counter (Ontario) 30 Sep 23:07

Yes, but it is incredibly efficient,





Appendix E – Supplementary Rapid Transit Network Screen Shot

**Ottawa** Français Logout Administrator (My Account)

Residents | Visitors | City Hall | Business | Online Services

Home > Supplementary Rapid Transit Network

**Supplementary Rapid Transit Network**

64 comments - Latest by Condor Counter

Supplementary transit corridors connect parts of the City not covered by the primary Rapid Transit Network, and also help "feed" riders into the primary grade-separated network.

Supplementary corridors were reviewed to determine their suitability as "Transit Intensive" corridor or a "Transit Priority" corridor.

**Transit Intensive corridors** - provide an all-day, dedicated (exclusive), continuous transit facility for exclusive use by buses or trains, operating at street level with priority at signalized intersections.

**Transit priority corridors** - include a set of coordinated transit priority measures within a designated roadway corridor. Measures may include peak-period bus lanes, queue jumps, signal priority, etc. and can be implemented over time on an as-needed basis.

The following map shows the recommended supplementary rapid transit network.

Additional information about the supplementary transit network is available in the document library on the right side of the page.

Please indicate your level of agreement with the proposed supplementary rapid transit

**Nik Nanos**

Nik Nanos is our independent moderator for this topic.

Nik is one of Canada's leading research and consultation experts. He has facilitated a broad range of very complex and sensitive consultation initiatives ranging from legislative consultations through to national roundtables.

[nnanos@nanosresearch.com](mailto:nnanos@nanosresearch.com)

**Support Material**

> Supplementary Rapid Transit Network

**Newest Comments**

Remember that GO Transit is subsidized by Ontario (that's you and me). So Ottawa [read and comment](#)

Condor Counter (Ontario) 30 Sep 23:18

It could be because these corridors mostly benefit those outside of Ottawa. The [read and comment](#)

tomb (Ontario) 29 Sep 16:01

I agree, that is a strange place to put it. However, there are two local busses [read and comment](#)

tomb (Ontario) 29 Sep 15:56

Probably because the Councillors and Mayor know there won't be a new mandate unt [read and](#)



Appendix F – Roadway Infrastructure Needs Screen Shot

**Ottawa** Français Logout Administrator (My Account)

Residents | Visitors | City Hall | Business | Online Services

Search

Home > Roadway Infrastructure Needs

**Roadway Infrastructure Needs**  
 51 comments - Latest by Condor Counter

The following map shows the recommended roadway infrastructure projects to be completed during Phase 1 of construction (2009-2015).

A full description of all recommended roadway infrastructure projects is available in the document library on the right side of the page. Please consult the library and provide us with your input on the proposed roadway projects.

**Please indicate any changes that you would like to see regarding the road projects during Phase 1. Specify if your comments pertain to roads in the east, southeast, southwest or west.**

[Reply to Topic](#)

**Comments**

**TOM Trottier** We keep subsidizing car users with hundreds of millions of dollars, while cyclists and transit gets a pittance, unless the feds and province offer us subsidies. Let's stop building wider roads for cars and trucks and start building out our cycling [read and comment](#)

**Nik Nanos**  
 Nik Nanos is our independent moderator for this topic.  
 Nik is one of Canada's leading research and consultation experts. He has facilitated a broad range of very complex and sensitive consultation initiatives ranging from legislative consultations through to national roundtables.  
[nnanos@nanosresearch.com](mailto:nnanos@nanosresearch.com)

**Support Material**

- › Recommended Road Phasing – East Sector
- › Recommended Road Phasing – West Sector
- › Recommended Road Phasing – Southeast Sector
- › Recommended Road Phasing – Southwest Sector
- › Roadway Infrastructure Needs
- › Roadway Infrastructure Needs at 2031
- › Phase 2 Road Projects 2016-2022

**Newest Comments**

Yes and the 4 lane parts of the Airport Parkway and 6 lane parts of Bronson shou [read and comment](#)  
 Condor Counter (Ontario) 30 Sep 23:14

Where will the traffic go? Bronson is [read and comment](#)

