



MEETING SUMMARY – HINTONBURG COMMUNITY ASSOCIATION: WEST BRT DETOUR INFORMATION SESSION – JUNE 18, 2013

This meeting is one in a series of meetings planned for the City to receive the community's concerns and feedback and to communicate the mitigation measures that can be implemented before, during and after construction. In this meeting, as in the meetings past, residents shared their concerns about the quality of life impact of the West BRT Detour through their community. In particular, we heard that residents are most concerned about pedestrian and cyclist safety, traffic on Scott Street and residential streets, noise and dirt and OC Transpo operations.

- Upon request of the Hintonburg C.A., staff from the City's Rail Implementation Office (RIO) and the Rideau Transit Group (RTG) attended a community information session on June 18, 2013 from 7-9pm at the Hintonburg Community Centre
- Approximately 35 residents were present, primarily representing the Hintonburg C.A., as well as representatives from the offices of M.P Paul Dewar and Minister Yasir Naqvi, MPP
- RIO staff in attendance included Rob Orchin, Matt Eason and Emily Baxter; RTG staff in attendance included Roger Woodhead and Marielle McGovern
- This session provided residents with:
 - An opportunity to meet several members of the project team (RIO and RTG)
 - An overview of the Confederation Line Project and the proposed construction schedule
 - An overview of the West Bus Rapid Transitway (BRT) Detour, including a description of the proposed works and the tentative timelines associated with that work
 - An opportunity to voice their concerns with the proposed West BRT Detour and make suggestions as to how to mitigate some of the potential effects of the detour on the community
- Overall, members of the Community Association (CA) expressed concerns with the West BRT Detour's lack of detail at this point in time and they expressed frustration with not being able to see a final design
- CA Members also expressed concern that their issues with the detour would not result in mitigation against the potential effects of the West BRT Detour.
- City and RTG staff clarified a number of inaccurate statements made by community members including:
 - Residents said they were told that Scott Street would be widened to 6 lanes to accommodate the detour; City staff confirmed that Scott Street would remain 4 lanes but that it would be widened to accommodate the extra width required to convert 2 of the existing lanes to bus only lanes



- Residents said they were told that OC Transpo would be running 300 buses/hour on Scott Street during the detour; OC Transpo has confirmed that for the section of the Transitway between Tunney's Pasture and LeBreton stations, approximately 190 buses per hour in the peak period, peak direction (110 Transitway service buses, 80 Express service buses) will need to be detoured based on the current service conditions
- Residents said that they were told that the Highway 417 would be used as the West BRT Detour; City staff indicated that the Highway 417 is being widened from Nicholas to the Hwy 174 split to provide for the East BRT Detour and that RTG had selected Scott Street/Albert Street as the West BRT Detour
- Residents were told that the Sir John A. MacDonald Parkway would be looked into as a possible detour but then the City ruled it out without ever asking the NCC for permission; staff can confirm that the City made this request to the NCC in 2012
- Residents were told that the City is penalizing RTG for every minute longer it takes west end commuters to get to work; staff clarified that the submission included incentives for RTG to minimize disruptions to existing Transitway operations
- In addition to the concerns already raised by the Hintonburg C.A. in their February 18, 2013 letter to the Mayor, the following action items/questions came out of the meeting:
 - Can the City send C.A. a copy of the report which includes the motion for the safety review?
Staff will send a copy of the December Council report as well as the direction to staff with this meeting summary
 - Can the City trench the Transitway even wider to allow buses to run parallel to the LRT once in service? (this would eliminate the need for buses to travel on Scott Street)
Will be responded to at the next meeting
 - What will the City do to fortify the homes on Scott Street for the duration of the detour and will the City be conducting site condition assessments for these homes?
Will be responded to at the next meeting
 - Can a speed sign be placed on Scott Street alerting drivers of their speed?
Will be considered as part of safety review
 - Can the speed limit on Scott Street be reduced from 50 km/h to 40 km/h?
Will be considered as part of safety review
 - Will the air quality change once buses start running along Scott Street and does the City have plans to monitor air quality levels and implement attenuation if required?
Will be responded to at the next meeting



- Can the City involve the Pedestrian Advisory Committee in future meetings?

This advisory committee no longer exists

- Can a median be installed in the centre of the street lanes at Scott/Bayview and Scott/Carruthers?

Will be considered as part of safety review

- What traffic tools has the City considered to keep pedestrians, cyclists and vehicles safe at Parkdale/Scott intersection?

RTG will be required to design the detour, in consultation with the City's Traffic Department and the Rail Implementation Office, which will consider the safety of pedestrians and cyclists. Also informing the design of the detour will be the Safety Review.

- Can the City control construction on the new condo buildings during the Scott Street detour?

Will be responded to at the next meeting

- Can the City widen the sidewalk to the south of Scott Street when the street is widened to the north?

Will be responded to at the next meeting

- Has the City given any consideration to burying the hydro lines along Scott Street?

Will be responded to at the next meeting

- Can the City make a written recommendation on what should be done to Scott Street after the LRT detour is no longer required (involvement in Scott Street CDP)?

RIO will be meeting the planning staff involved in the Scott Street CDP to discuss integration of the design of the widening and the future state as expressed in the CDP. The result of the integration will be expressed in the next meetings with the CA. RIO will endeavour to have CDP staff at the next meeting on the West detour.

- Can some of the express buses be diverted directly downtown, thereby eliminating the need for them to use Scott Street? For example, express buses can be called "Downtown Express"/"Gatineau Express"/"UOttawa Express" and these buses can take the 417, SJAMP, etc...

This will be considered by RTG and OC Transpo during the development of the design of the West Detour.

- Can parking enforcement target this area during the detour to ensure that vehicles are abiding by the posted parking limitations (some of the streets are very narrow)?



Will be considered as part of the design

- The Hintonburg C.A. also shared some commitments that the Mechanicsville Community Association would like the City to implement for the project including:
 - Commitment to thoroughly examine the Scott-Parkdale and Scott-Carruthers intersections, as the primary access and egress points to the neighbourhood, they must be safe, accessible and usable at all times given that Mechanicsville residents must cross these points for nearly all goods, services and amenities.
 - Commitment to investigate winter maintenance of the Ottawa River Pathway as an alternative east-west multi-use route during the transition.
 - Commitment to investigate alternative corridors for deadhead buses and some specific routes (e.g., certain express routes taking the ORP and/or 417 for direct downtown service, bypassing Scott St), to reduce the overall number of buses on Scott St.
 - Commitment to investigate implementing the transition of buses from Transitway to Scott-Albert in three phases to stagger the impact on Scott Street: Phase 1 using the existing connection/intersection at Bayview / City Centre (no new infrastructure required except traffic signals, which should belong there anyway), Phases 2 and 3 at Merton and Tunney's, as currently envisioned.
 - Commitment that the additional width of Scott St will not be used for car lanes post-2018. In fact, Scott should be reduced to three car lanes, as it already has been west of Holland.
 - Commitment to implement the promised east-west bikeway post-2018.
 - Commitment to maintain signalized intersections added during the transition post-2018 (Recommend Merton-Scott, and City Centre-Albert). Scott-Albert is too much of a free flowing arterial from Preston to Parkdale, traffic moves too fast, and there are too few safe places to cross (e.g., no access to City Centre Building, and west-bound bus stop at Merton)
 - Clarification on how many bus routes will continue to use Scott St (in addition to the 16) and their frequencies; e.g., night buses when the LRT is closed (approx 1:00-5:00am), and Gatineau-bound express buses.
 - Clarification of how pedestrians and cyclists will cross the O-train tracks during the transition, and especially of how this will work in winter.
 - Clarification of how the buses will be aligned on Scott-Albert St during the transition (e.g., curbside, centre lanes, hybrid of the two, parallel roadways, etc).

These will be considered and responded to as the design and safety review advance.



- RIO staff indicated that this session was the third with the community thus far to review the broad detour plans and to hear from residents about their concerns
- In particular, a commitment was made by RIO and RTG to meet next with the Hintonburg C.A. in the Fall of 2013 (at the start of the safety review) so that the community concerns and ideas (as raised above) could be used to inform the final design of the West BRT Detour