

Friends of the O-train

A Practical Alternative Light Rail Plan



Overview

- ➔ Concentrate all electric LRT downtown
- ➔ Maintain the current O-Train
- ➔ Extend dLRT and eLRT as appropriate



Long-term goal

- ➔ increase capacity through the downtown
- ➔ reduce congestion on Albert/Slater streets
- ➔ shorten trip
- ➔ provide more frequent service

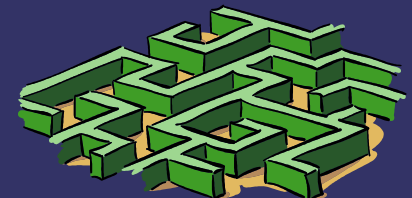


The Present Situation

- ➔ during peak hour 400+ buses cross downtown, many of them empty
- ➔ proposed eLRT will increase congestion
cancellation of express routes
- ➔ OttawaU end point provides no opportunities to build a proper terminus
- ➔ eLRT service to Barrhaven slower than buses.

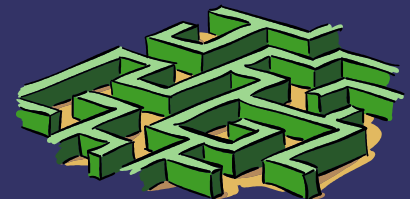


CURRENT PLAN DIAGRAM



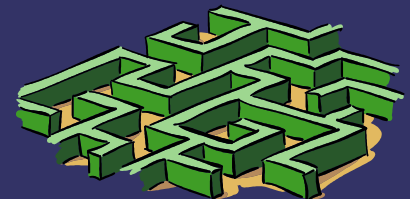
Potential Alternatives

- ➔ run eLRT from Hurdman to Bayview
- ➔ build proper terminus at each end
- ➔ eLRT provides service every 3 minutes
could be increased to 90 second service
3-car trains provide 12000 passengers/hour
based upon conservative estimates of dwell times
- ➔ Remove buses Albert/Slater/Mackenzie King

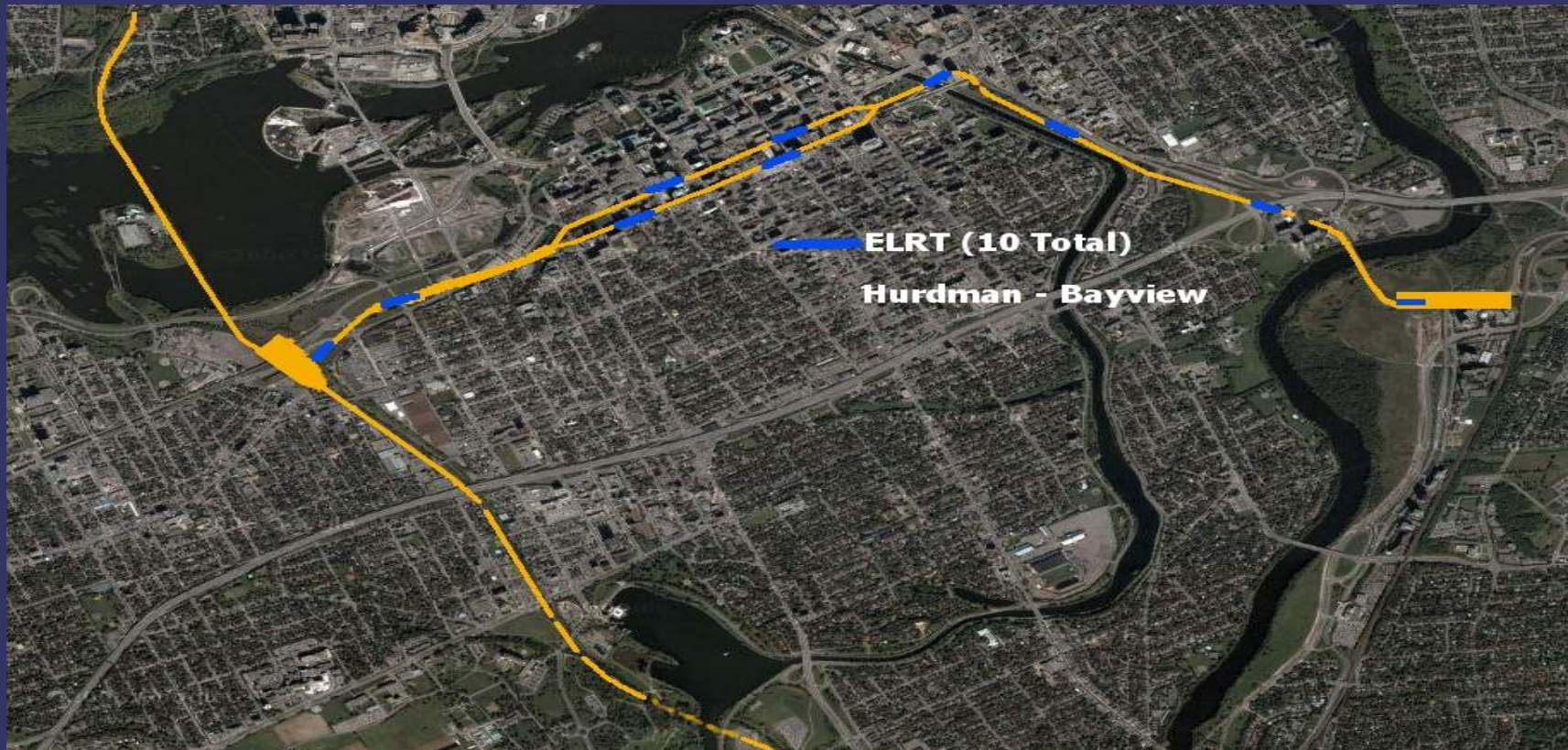


Potential Alternatives

- ➔ continue dLRT service Bayview/Greenboro
- ➔ extend to new Park'n'Ride at Armstrong Rd
using single track
add South Keys station
- ➔ increase service to 7.5 minutes north of
South Keys
- ➔ add stations at Walkley and Gladstone

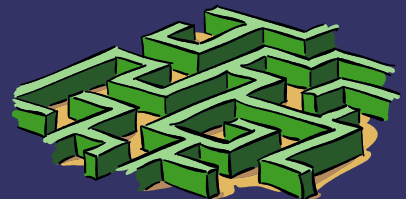


PRACTICAL PLAN diagram



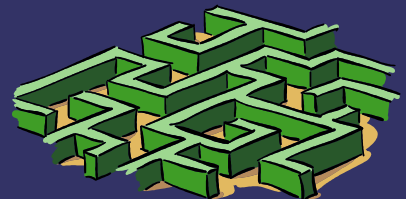
ADDITIONAL SAVINGS

- ➔ redeploy buses from the congested downtown back to the suburbs
- ➔ possible to increase frequency of express service by at least 40%
- ➔ added value
 - \$12M/year operating costs
 - \$60M in bus capital costs
 - avoids need for new bus garage



COST

- ➔ Downtown portion: \$399M
trains, tracks, stations, terminals, signals
- ➔ N/S O-Train extensions/upgrades: \$39M
trains, passing tracks, signals, stations
- ➔ TOTAL: \$438M
includes 10% contingency
may overstate some costs



ISSUES

- ➔ opportunity to find a private-sector partner for Hurdman and Bayview terminals
 - terminus have significant development potential
- ➔ addendum to Environmental Assessments



EAs needed

- ➔ addendum to extend from Waller to Hurdman
Pending item for Transportation Committee
- ➔ addendum to move park'n'ride from Leitrim to Armstrong
Less than 1km extension

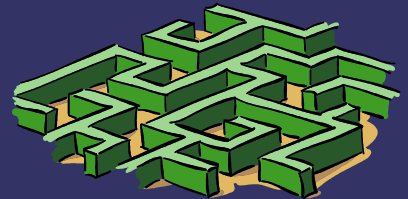


SCHEDULE

- ➔ N/S upgrades and extensions start immediately
- ➔ EA addendum to Hurdman
- ➔ EA for maintenance facility
- ➔ Downtown construction could start as scheduled

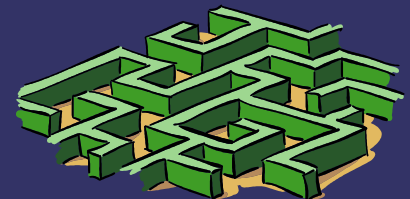


QUESTIONS

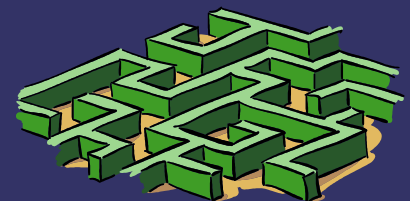


WHO ARE WE?

- ➔ Friends of the O-Train is composed of a number of community leaders, transit experts, rail experts, and concerned taxpayers. We gathered in frustration that Ottawa staff had proposed a billion dollar boondoggle, and we were astonished that our elected representatives had fallen for it.
- ➔ Our goal has been to understand the details of the city's Deluxe Way LRT, determine where the staff planners went wrong and present a practical alternative plan.
- ➔ Email: [friendsofthetrain @ gmail.com](mailto:friendsofthetrain@gmail.com)
- ➔ WWW: <http://friendsofthetrain.blogspot.com/>

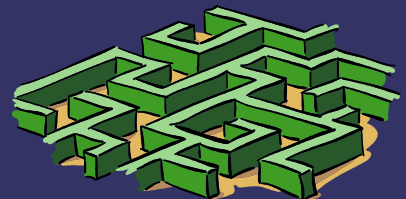


ANSWER SLIDES



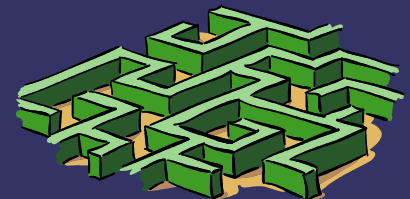
WHAT ABOUT BARRHAVEN

- ➔ an extension of the dLRT O-train along the VIA line
- ➔ could provide 15 minute service to Bayview station
- ➔ could be done for less than \$50M
- ➔ needs a full EA, but could be in place 3-4 months after completion of EA.
- ➔ details forthcoming.



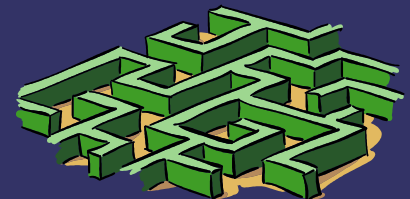
WHAT ABOUT GATINEAU

- ⇒ needs political cooperation
- ⇒ NCC/Gatineau/Ottawa interprovincial transit study was commissioned in 2003.
was supposed to be finished by now
- ⇒ dLRT could provide 15 minute service to Casino/St.Joseph and/or to Tache/Terrasse-de-la-Chaudiere
- ⇒ less than \$50M, EA
- ⇒ details forthcoming.

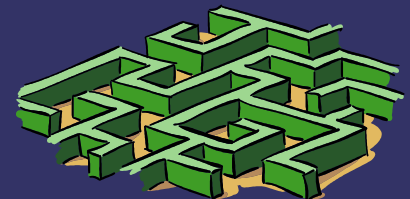
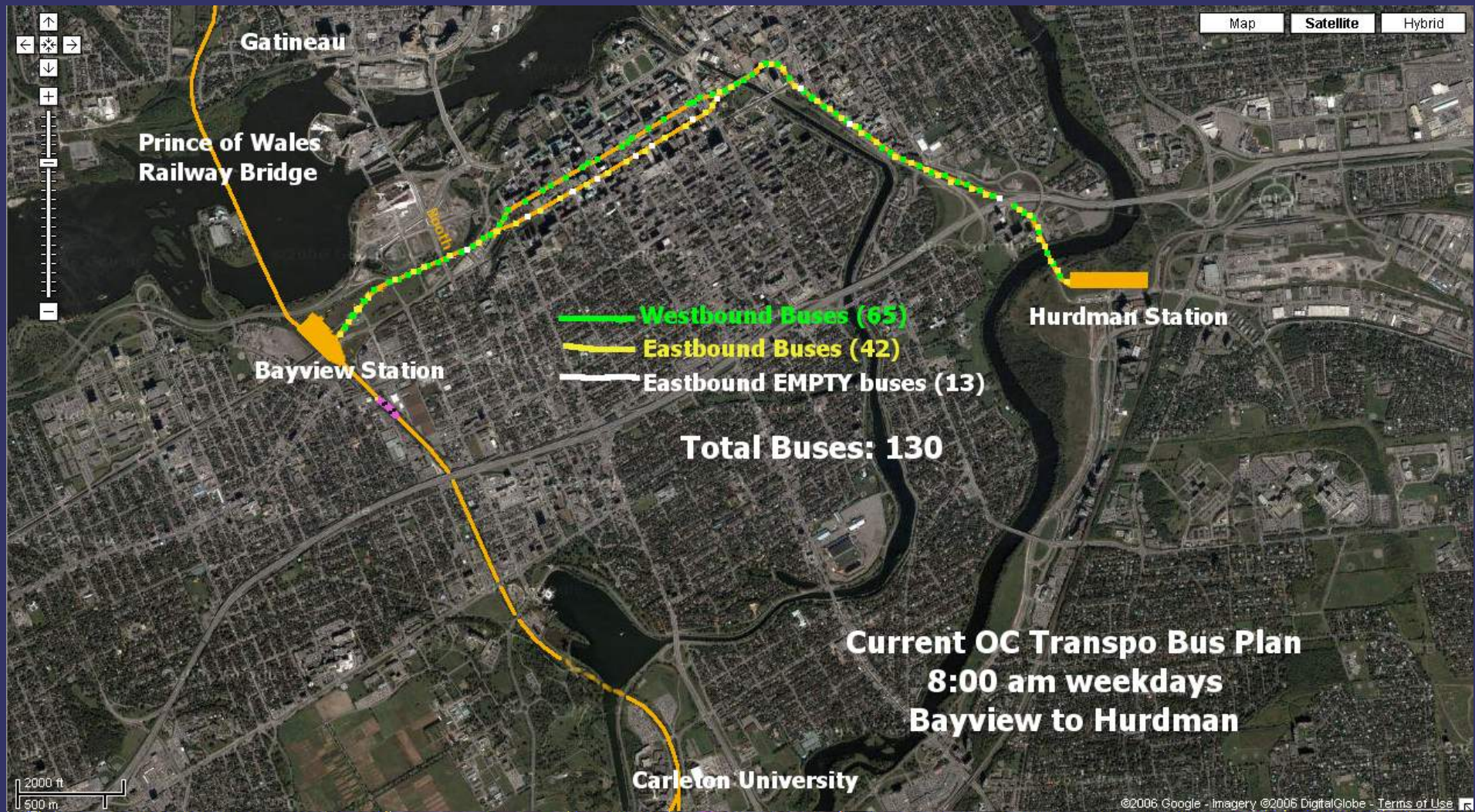


WON'T EVERYONE TRANSFER?

- ➔ yes, many will.
council approved hub+spoke plan this year, so this is not a change
- ➔ for the morning trip, a 600 passenger eLRT will always be waiting to receive passengers. No waiting for this transfer.
- ➔ for the afternoon trip, most express buses will be **waiting** in bus bays for passengers
if they do have to wait, it will be in comfort.
vs waiting on Slater street in the snow and slush



WHERE DID YOU GET ALL THESE SPARE BUSES?



Can dLRT Service Really Replace eLRT Service to the South?

- ⇒ Yes.
- ⇒ 2-car dLRT train every 7.5min = 4592 ppl/hr
- ⇒ 2-car eLRT train every 5min = 5280 ppl/hr

dLRT is 87% of eLRT capacity, at significant less cost.



Why Armstrong Park'n'Ride Instead of Leitrim?

- ➡ the current proposal is for Leitrim
- ➡ but, Armstrong is slated to be the major E/W artery according to official plans



Can Bayview and Hurdman Really Handle that Many People?

- ➡ YES.
- ➡ The reduction in bus congestion, will significant simplify the problem.
many routes currently visit both terminals



Can eLRT Move That Many People Downtown?

⇒ YES.

⇒ 20 trains/hour * 600 passengers/train = 12000 ppl/hour



Will Riverside South Have Sufficient Transit Service?

- ➔ The Strandherd bridge provides the fastest possible connection to Barrhaven, and thus downtown.

