



## MEMO / NOTE DE SERVICE

To / Destinataire	Mayor and Members of Council	File/N° de fichier: 008-2020
From / Expéditeur	General Manager Transportation Services Department	
Subject / Objet	Update to Interim Status Report: STO Transit Study for Gatineau's West End	Date: September 8, 2020

The purpose of this memorandum is to provide follow-up information about the interim status report of the STO Tramway Study, which was presented at the Transportation Committee on September 2, 2020 (ACS2020-TSD-PLN-0005). Staff were asked to provide additional clarification on a few topics, which are described below.

Councillor Fleury requested that staff provide further information related to transit operations. The report included a high-level description of the two corridor options in Ottawa and their advantages and disadvantages. The options are Wellington Street (surface) and Sparks Street (tunnel).

With respect to Councillor Fleury's request for a description of the benefits associated with transit operations, the proposed tramway, using either corridor, would advance Council priorities in several ways. It would improve the quality and reliability of transit service between downtown Ottawa and the central and western sectors of Gatineau by making the service more reliable and more attractive to new customers. It would also improve the quality of life in downtown Ottawa by accommodating travel growth without needing to add more buses and cars to downtown streets. It would reduce the number of buses which need to operate on downtown streets, and replace buses and cars with electric trams.

Regardless of which corridor is selected, the proposed tramway would improve service and connectivity for Ottawa residents working in Gatineau, as well as for Gatineau residents working, attending university, or shopping in Ottawa. Ottawa residents who work in central Gatineau are now served by OC Transpo buses via the Portage Bridge, STO buses via the Portage Bridge, and OC Transpo buses via the Chaudière Crossing. The proposed tramway would replace the OC Transpo buses using the Portage Bridge and would significantly reduce the number of STO buses using the Portage Bridge. Depending on transit customers' travel choices, it should also reduce the number of OC Transpo buses required via the Chaudière Crossing because of the improved service that the tramway would provide.

Specific to bus to rail connections, both the Wellington surface option and the Sparks tunnel option would provide benefits to Ottawa residents working in central Gatineau. Both options

would provide comfortable, quick, reliable service between downtown Ottawa and major employment locations in central Gatineau.

The Sparks Street tunnel option would provide greater benefits than the Wellington surface option for travelers from Ottawa. The location of the tramway stations underground would allow easy connections to be built with Lyon and Parliament stations on O-Train Line 1, both for customers transferring from the O-Train and for customers transferring from OC Transpo buses in downtown, such as Routes 6, 7, 10, 11, 15, 16, 17, 18 and 19. The location of the tramway stations under Sparks Street rather than on Wellington Street would reduce customers' walking distance between OC Transpo and STO services. The Sparks Street tunnel option would also allow for faster and more reliable service than the Wellington surface option because it would operate without interaction with pedestrians and auto traffic at street level in downtown Ottawa.

During the discussions at Committee, Councillor Fleury suggested two principles to guide the assessment of the options and the development of the final recommendations, these are:

1. The Tramway project must align with OC Transpo and City of Ottawa objectives, less buses in the core and better transit.
2. The Tramway project must integrate with the City's investment in the LRT.

Councillor Fleury also suggested that the STO study team engage with the Ottawa Board of Trade and major employers in Ottawa (or their representatives) to review the study's assumptions regarding forecasted travel demand. This suggestion was provided in context of the COVID-19 pandemic; the changing workplace with employees now working remotely from home and the potential lasting effect on travel demand to the two downtowns. This suggestion has been shared with STO.

Staff continue to work in partnership with STO and anticipate bringing forward a final recommendation once the technical analysis and other details have been fully completed to Transportation Committee and Council in November 2020. The final recommendations will be made taking into account the principles described above.

To ensure the information provided in this memo becomes part of the report moving forward, a technical amendment will be tabled at City Council on September 9, 2020. The technical amendment will recommend the memo be attached to the report as Document 6.

Additionally, as part of the technical amendment, a correction is required to a statement in the Executive Summary where the Sparks Street tunnel portal was described as being near the site of the Victims of Communism Monument. The portal will be further to the east and therefore reference to the Monument should be deleted.

Should you have any questions, please contact Vivi Chi, Director, Transportation Planning, at ext. 21877 or myself at ext. 52111.

*Original signed by  
John Manconi*

c.c. Senior Leadership Team

Transportation Services Departmental Leadership Team

Director, Public Information and Media Relations