

FEEDBACK FORMS - QUESTIONS AND ANSWERS - Submitted at December 3RD Community Meeting

Comments from Feedback Forms

- 1** Express buses should be rerouted onto ORP; local residents should not suffer for commuter interests
- 2** Cycling lane access to river on Preston Street extension (not sidewalk); will there be vibration impact studies done before and after the buses are detoured onto Albert St? Will the City mitigate the effects of vibration and assist in the repair of the damages? Think that detoured Transitway buses should be diverted onto Carling/417/Macdonald Parkway as well.
- 3** Meeting was designed to limit the contribution of the public; feel that health of children and families being sacrificed, process is disrespectful
- 4** Concerned about increase in traffic on Bayswater Ave & Parkdale and that impact on the environment, feel lack of concern for communities in favour of suburbs/commuters, was a traffic congestion study done? Is it available online?
- 5** Concerned for safety and increased accidents for pedestrians and cyclists due to increase number of buses. Prioritizing convenience of commuters of quality of life of those living along Scott St.

6 Wants Scott St CDP to ensure that Scott is a complete street. Disagrees with plan to put buses on Scott - should go on ORP, should focus on needs community rather than commuters. Community is cut off from Ottawa River for 3 years.

7 Concerned about air quality, noise, traffic, accidents, etc.

8 Lack of information, transparency and consultation of communities impacted. Concerned about lack of information on environment impacts of bus detour and about drivers speeding on Scott St.

9 Concerned for safety and increased accidents for pedestrians and cyclists due to increase number of buses. Prioritizing convenience of commuters of quality of life of those living along Scott St. Place islands at intersection for crossing Scott St. on foot

10 How will buses transition from Tunney's Pasture to Scott St? What will be done with overflow traffic on residential streets? Concerned that buffered bike lane next to a bus lane is not safe and about system shutting down due to an accident/snowstorm

11 Very concerned about health issues and feel that commuters are being prioritized over the community

12 Decisions have been made with no concern for the residents - 300 buses are too many.

- 13** Consideration separation of pedestrians and cyclists on the north side of Scott St in the western direction. Individual path for cyclists and pedestrians would be unsafe for both.
- 14** Work with NCC to have clear and salted cycle pathways along the Ottawa River; consider a moratorium on condo development proposed along Scott St and Parkdale; transit time overriding concerns of local communities
- 15** Restoration of Scott St to include sidewalks, bike lanes, trees and increased green space. Importance of sustainable growth
- 16** Objects to way decision to use Scott St was made
- 17** Block Hinchey at Scott during detour period to prevent traffic from cutting through the street; suggest use of Sir John A MacDonald Parkway to alleviate traffic on Scott
- 18** Health (noise, air quality), safety of pedestrians crossing Scott (north to south), traffic entering residential streets were not adequately addressed at meeting. What is City of Ottawa/ OC Transpo willing to consider in terms of ridership and revenue?
- 19** Need to consider various options for rerouting buses (Carling, Queensway, Sir John A MacDonald Parkway, Scott) not just Scott

20 Temporary signals at intersections to allow buses to turn onto the Transitway could increase traffic in adjacent neighbourhoods, could access to those local streets (Merton, Smirle) be blocked while the temporary signals are in place to mitigate cut through residential streets.

21 Why was a solution that put express buses on Parkway and the remainder on Scott St not considered? Will buses such as the 85 and 16 continue to operate? Will bus stops at Slater/Albert and Empress be maintained? How is transit access going to be provided.

22 Ottawa River Parkway not truly considered as an option. Bike lane between buses and curbs bad idea, especially at bus stops. Reducing lanes will increase traffic significantly (local and going to Gatineau). Number of buses should be reduced.

23 Will the City of Ottawa conduct baseline air monitoring during the detour? Were health effects modeled beforehand? Will the City of Ottawa implement effective speed controls on Albert and Preston? Will the temporary northward extension of Preston be open.

24 Could some buses be rerouted to ORP? Appreciates extension of bike lane toward downtown.

25 Monitoring and mitigate against pollution is a prime concern as is considering the health of the community members.

26 Will City perform air quality tests outside and inside homes along Scott St? Will foundation and drywall assessments be performed? Will City assume liability for long-term health effects? Damages to property/business? Loss of property value? Will City ensure quality of service of #16 bus. No solutions for garbage pick up, pedestrian safety, access to laneways on Scott. Disappointed in this process.

- 27** Perkins St is access by Albert St only - left turns onto Perkins St are already challenging in current traffic. This even more a concern during the detour. Can street markings be provided to identify side street intersections? Could traffic enforcement cameras be added at Empress Ave to stop vehicles from running red lights? Could lanes for vehicles with multiple passengers be introduced? Consider detouring express buses to Sir John A Parkway to reduce bus volumes on Scott St.
- 28** Appreciates the modifications to the design on Scott however would recommend that bus traffic be spread onto other alternative routes in addition to Scott St. Ensure cycling lane has enough buffer space and connections to the north/south routes. Monitor health and safety of residents with real potential to adapt bus traffic if necessary. Improve transparency of the process.
- 29** Suggests that express buses use Sir John A MacDonald Parkway. Concerned about connectivity and safety of existing bike system as well as during the detour. Concerned with lack of transparency - decision making should include giving access to the process.
- 30** Speed of vehicles and buses on Scott St should be monitored and enforced. Express buses and empty buses should use the ORP.
- 31** Feels that LRT is a worthwhile project and glad to see there are plans for bicycles and pedestrians to get around Bayview Station - also need to be able to across bridge while Booth St is closed. Concerned with air quality and would like monitoring including a trigger level for diverting buses off Scott, recommendations for the fleet (ex: hybrid buses) and reducing the number of buses on Scott particularly the express and empty buses. Consideration should be given to diverting buses that don't stop at Tunney's Pasture or LeBreton.
- 32** Does not see how removing turn lane at Booth St increases pedestrian comfort - there is currently an island and it is quite challenging. Concerned about health issues, focus on commuters instead of local residents. Empty buses should be moved off Scott St.

33 Concerned that transit users are being put ahead of local residents and communities. Those commuting from outside the city center should be willing to accept a slightly longer commute to bear the burden of construction.

34 Will speed limits be enforced on Scott St to ensure that buses don't speed? Burden of buses should be shared and more details on traffic mitigation should be provided.

35 Would like cycle track implemented earlier - feels that at-grade cycle lane is unsafe.

36 Cycling buffer lane should be removed as it is not safe. Bus routes should be divided between corridors not simply on Scott St. One lane for buses on Scott will cause severe bottleneck.

37 Concerned about traffic using Hinchey Ave and noise

38 Buses could be spread out onto different routes. Disappointed that Scott St neighbourhoods are being impacted for the convenience of commuter traffic.

39 Lives at corner of Preston and Albert. Concerned about noise, pollution, traffic and being able to exit her street on a bicycle. Believes that Sir John A MacDonald is best option and should be reconsidered. Would like bike lane on Preston St. Expected that the session would be a consultation.

40 Disappointed at lack of consultation process. Was City Council's mandate to run bus detour exclusively on Scott/Albert St? If so, the complaints are being misdirected. If no, then the detour goes against the wishes of the community. Community input was asked for and then disregarded.

41 Albert St is currently unsafe for pedestrians and will be worsened due to the bus detour. Disappointed with lack of community consultation and that car drivers are getting prioritized over pedestrians, transit users and neighbourhoods affected. Albert St should be rehabilitated as a complete street.

42 Would prefer other routes be used for the detour that would have less impact on homes like John A MacDonald Parkway, Carling. Believes there will be issues with construction on the Transitway occurring next to Scott St with buses - a single delay would have big impact.

43 Would like: cycle lane on south side of Scott St with barriers such as those on Bronson Ave, path behind Tom Brown Arena to access buses and train (temporary bridge required over O-Train), path on north side of Tom Brown Arena from corner of Bayview Rd to Scott St. Will express buses continue to use Scott-Albert after LRT is completed? Possible negative health impacts need to be monitored by Health department and better communications equipment is needed at meetings.

44 Pedestrian crossing at Bayview Rd unsafe, could pedestrians be rerouted to Merton? Could Armstrong to Bayview Rd or Carruthers be alternate street traffic access to Scott St? Concerned over safety of cyclists in proximity to buses particularly when passengers are exiting. Meeting management needed to be better (ex: microphone issue). Also concerned over impact on community.

45 Decision to reroute buses on Scott St was made with little to no consultation and will be damaging to the community for several years. Thinks that a variety of routes should be used.

46 Traffic on Albert St is currently very congested during rush hour - exiting her street (Booth and Primrose Ave) is very difficult. How will the situation be prevented from worsening? Why can't other streets like Carling and Sir John A MacDonald Parkway be used to lighten volume on Albert St? Would like design to be reconsidered and to stop the building of condos which are adding to traffic gridlock.

47 1)No rep from OC Transpo provided detailed comments. 2)Concerns regarding mitigation measures of noise and pollution on Albert St. 3) recalls when Transitway was built; noise and vibration and stress on the environment awful. 4)suggests spreading buses on Carling, Queensway, Parkway-other east-west corridors. 5)planners should think more broadly-objects to the assumption that this decision was required in the RFP point rating system. Requests that council mitigate on this important factor as well as all others mentioned during meeting.

48 1)Concerned that negative impacts of Transitway closure will fall on communities along and adjacent to Scott/Albert Streets. 2)Urges City must to reconsider spreading the massive increase of buses on other east-west corridors i.e. SJAM Parkway, Richmond /Wellington, Somerset and Carling. 3)No one will want to use south side of sidewalk proposed in redesign of Scott/Albert Streets next to 3 buses passing per minute. 4)Post-LRT: Outcome is a 6 bus lane Scott St. not acceptable- will increase traffic in her community by other commuters.

49 Propose that Hydro bury the lines east of Hinchey rather than moving them north.

50 1)pollution 2)health concerns 3)buses every 12 seconds 4)volume 5)traffic

51

1)Expressed disappointment that SJAMP was not seriously considered as it is useful for express buses 2)believes buses will be considerable slower down Scott St. even with suggested design - this will result in slower buses and increased disruption for her community. 3)Cycling lane on south side of Scott in redesign look dangerous -people will be dismounting from buses into bike lane or buses will be pulling into bike lane. The lane is heavily used everyday by pedestrian and cyclists. 4)Proposes that air quality issues and noise should be monitored regularly to ensure safety for all residents.

52

1)CCCO operates 200+ units of rental housing in the immediate area, including 170 Booth at the corner of Booth and Albert, tenants include families, seniors, students, etc. commented that the effect on tenants would be negative - believes efforts were not made to mitigate effects on residents during construction. 2)proposes, at a minimum, a buffer between sidewalk and the road and extra safety measures to ensure a safe crossing for pedestrians at Booth and Albert. 3)suggests to look at Albert St. final design for ideas on what to implement to make Scott St. a tolerable for tenants.

53

1) questions methodology of noise and vibration study-evaluated on weekends as such does not reflect impacts on weekdays. 2)inquiries if City will compensate for noise induced hearing loss? 3)states that process/decision is arbitrary.

54

1) Booth St. too long/unacceptable 2)little consideration given in the design to drivers and cyclists going into downtown from Hintonburg - they will now share the lane. 3)traffic on Scott St. will trickle to Bayswater Ave., which will increase congestion already high on Bayswater. 4)Vibration - does not believe repaving will have impact on vibration - believes number of buses on Scott detour will negatively impact the foundation/structure of the houses. 5)travel times should not have been the determining factors in the west detour on Scott St. - proposes SJAM Parkway as alternative. 6)questions methodology of conducting noise study on weekend. 7)requests a list of other studied options 8)Requests 5 year strategic plan for transit in Hintonburg area/Scott St. and states that information/reports are being kept from residents. 9)Believes the City made this decision without full impact study and expresses disappointment in December 3 panel for allowing this. 10)Repainting catch basin will not improve quality of life during detour. 11)Requests consideration of separating buses along SJAM Parkway, Scoot, Gladstone, Somerset and Carling Ave as a solution to LRT construction. 12)Concerns on access to the river from and safety for children crossing Scott St.

Questions/Comments and the Answers that followed, December 3rd Community Meeting.

Questions/Comments and Answers

Q1 Was a health impact assessment conducted? You should be aware of the existing research on stop-and-go traffic impact on health: allergies, cancer, birth outcomes, etc. I have serious health concerns. The close proximity of bus lanes to private homes scares me. I see that it is travel times vs. citizen's health and travel times appear to have won. The City should reconsider.

A1 It really is a temporary detour; the level of assessment is not the same as a permanent one. In terms of the bus fleet, the youngest fleet in North America, emissions standards and air quality, way up there, I recognize we are moving them closer.

Q2 In the Noise Study, the only days noted were Saturday and Sunday. In my opinion the "Study was done lazily". What sort of means are you going to put in place to protect people on Scott street from noise pollution, how is the city planning on assess and address it?

A2 Opportunity to listen to noise on Scott when there were detours of 90 series buses on Scott Street. Rare opportunity. Road will be resurfaced, basins relocated to reduce noise. Measures being taken.

Q3 Mainly about travel times and not missing key stations, right? I remember an era before the Transitway, when they were split between parkway, carling, Queensway, etc. Wouldn't it be easier from a construction and management perspective to spread the buses on different routes?

A3 - Transitway services provide a spine, express and local feeds into the system. It's a very familiar system for users. They couldn't be addressed if they were spread.

A3 - That was a long time ago, we have significant transfers at LeBreton and Bayview, it's a very different context – a complete transit system today. How can we minimize the numbers? We can look at empty buses and reducing the total number of buses.

Q4 SJAMP - was used before use it again. How can the Parkway be slower than Scott Street once you include all the new lights and increased traffic?

A4

Q5 The designs and drawings do not represent the true proximity of the homes to Scott Street; it is in fact only meters away. These drawings are deceiving. We are offended at the deception of your drawings. <<*Demonstrates the width of sidewalk with a stick*>>

A5

Q6 You've refused to consult with us. It's always just been us begging for meetings, and you saying it's too early in the process. You didn't involve the community in the safety audit!

A6

Q7 Lorne Avenue, Perkins Street and Empress Avenue – 2 are dead-ends and 1 is a 'one way'. How are you going to ensure that we can safely access our local streets and our driveways?

A7 We've been looking at cycle times and flows, to create gaps in the traffic to allow access to side streets throughout the corridor.

Q8 These are sad plans for pedestrians and cyclists. How will pedestrians and cyclists get across the Transitway? He recommends that we provide a bike lane on Preston Street.

A8 MUPs to be maintained for access to the river.

Q9 Why does an RTG presentation that addresses some simple concerns and mitigation measures not address the overwhelming issue of health? Air quality monitoring must be put in effect. The use of hybrid buses needs to be enforced. Do not have all the buses so close to the houses. Express buses do not stop at the bus stations so why do we care about them on Scott?

A9 OC Transpo has 177 Hybrid buses, we're not getting rid of them, now they are 6 years old, some need new batteries etc., and we're currently evaluating whether to replace with hybrid or modern diesel because some are lower emission than hybrids with older engines. We are looking at emissions and health as part of it, wherever they would run.

Q10 How many additional buses per hour will be coming on Albert Street? If it is a lot how are you going to move them quickly in 1 dedicated bus lanes?

A10 Morning peak EB 7:45-8:45 a.m. Tunney's - LeBreton 156 buses; WB 7:00-8:00 a.m. 116 buses Afternoon peak EB 4:15-5:15 p.m. 116 buses, WB 3:45-4:45 137 buses. These numbers are much smaller than what we handle on the east side of downtown, and it works at Laurier and Nicholas, currently 180 buses/hour being handled and at Albert/Slater downtown currently 210 buses/hour/direction. This is achieved by continually monitoring and adjusting the traffic signal timings and smart platform locations. These numbers are much smaller than what we handle on the east side of downtown, and it works at Laurier and Nicholas, currently 180 buses/hour being handled and at Albert/Slater downtown currently 210 buses/hour/direction. This is achieved by continually running the lights and smart platform locations.

Q11 First, contraflow works in Gatineau with new Rapibus! Councillor Holmes, you started well by saying that disruptions to community need to be minimized. But what I hear now is mobility matters where as community does not. Is it City Staff normal policy to ignore direction from Council? What are the quantifiable impacts/time of putting buses on the SJAMP?

A11 The Confederation Line is the largest project in our City's history. The Transitway handles a volume of passengers equal to 5 lanes of freeway traffic. We are leaders in BRT worldwide. Closing the Transitway has to happen. Maybe some limited use of Parkway. But we have a significant challenge in this community, it's not easy and that's why we're here tonight, I take the directive from Council seriously.

Q12 Council direction stated that the detour minimize impacts on community and Scott Street and minimize buses on Scott by LeBreton flats, b) direction to provide balance between customer convenience and community concerns...at this meeting we only hear about convenience and not the community...when did the community have an opportunity to review this study to use Scott Street?

A12 We haven't been able to provide clarity on construction, because Council gave us direction to incentivize the bidder (RTG) that is the best improvement of the impact on the community. Until that was closed, in February, we couldn't. City will post that study.

Q13 Flavour of the neighbourhood. We're very popular amongst developers. They all want to build beautiful tall condo complexes. With all this construction, how will they handle all these condos? That will impact traffic! Construction freeze until after the LRT has been completed?

A13 Very good question. We're very cognizant of impact on traffic. We are aware that some construction can't happen, especially if it means closing a lane for construction.

Q14 Cycling, I commute year round by cycling. Could the City ask the NCC to keep the ORP and O-Train paths salted during winter, during LRT construction?

A14 Winter cycling maintenance strategy deferred to next council, may need to consider that right away. Excellent question.

Q15 Going from the # 16 to 300 buses an hour this will affect vibration, noise and health. Council decision is at odds with the past council decision. Maybe this is not such a done deal.

A15

Q16 Not real choices, we are being asked to bear disproportionate impact! Certain communities are taken for granted; others are having their wishes met to a greater extent. There's a history here to be aware of. Not enough focus on healthy communities in the inner area. We have born the impact of other decisions, hostile streets for our kids and us. That's why it's essential that the final product yield real benefits for our community. Are there any other configurations that can be considered during this interim period during this option?

A16 Some changes have been made; the number of buses is already down. Some suburban routes don't come downtown now; they have to connect in the suburbs. We use more articulated buses to reduce number of trips. We use double-deckers as well. For a lot of the last 10 years, that has been the goal to keep the # of buses at sustained level downtown as ridership increases. That has changed, as the economy is softer in last couple years. We will look at those, as we do continually to see how we can move resources, they are 85-95% full coming downtown now. Important to remember that people don't exit consistently, you may see a bus that looks empty, but it may have just emptied at a nearby downtown station with people going to work. We always try to re-use that capacity. We need a certain number of buses for a certain number of passengers.

Q17 We're coming in at the tail end, as always, consulted at the end. I look at this, and I see that we should put the express on SJAMP and extend O-Train to the Parkway. Would that be feasible, just as one idea?

A17 Splitting service, you end up needing a lot more buses, it's complicated. They will look at it, to limit the number of buses.

Q18 Congestion not on the list of community concerns. Wasn't that considered along the way? Has a traffic impact analysis been done? Including mitigation measures? Is that study available online? Are you asking the community to accept a decision before an analysis is completed?

A18 There's currently a traffic impact assessment underway, other factors led to the decision for Scott. As with any temporary detour, there is traffic that will go elsewhere. Everywhere in the City, traffic finds alternate routes

Q19 What is going to happen once LRT construction is complete? Are the bus lanes going to be removed? Follow up - where do I find the 10-year plan for transit as it relates to LRT being completed and Scott Street is no longer needed? Where do I go?

A19 Albert Street, there is a final design for that. Scott Street, CDP has shown final design, Councillor Hobbs' motion helps toward final decision, no money in budget yet, but plans through CDP will guide council in future decision. Scott requires reconstruction, which helps to trigger rebuilding to new state, guided by the CDP. Transportation Master Plan, out to 2031 for all transportation uses. For transit, Stage 2 extends LRT west to Bayshore and Baseline. In terms of individual streets, it doesn't get to that detail about how roads to be reconstructed. Complete streets policy directs staff to apply that for future road construction. Taking away traffic lanes is happening, like Main Street in Old Ottawa East.

Q20 When are you going to respect and value the residents? First a snow-dump and now buses, what's next? Is the burden of this project going to be shared by the rest of Ottawa?

A20 I'm here because I do respect you and your burden. Once LRT is operational, it will be a great thing for the community, and I understand there will be pain.

Q21 Disappointing that you seemed to look at alternatives as either/or, we want you to look at some mitigation by splitting the buses, so the entire burden will not be on Scott/Albert. Good Companions Centre at Empress, people crossing the street there are not fast. You need to take this into account at that corner. EB cyclist lanes stop at Bayview! The cyclists don't stop. Have you given any consideration to this? Why not Primrose and Laurier, with an elevator. Post 2018 Scott Street, perfect sense that it should not stop at Bayview, but should go to Empress, as that is what will be changed.

A21

Q22 Looks like eastbound you have sidewalk, bike lane and painted barrier. How will you deliver the passengers to the sidewalk, across the bike lane? Will the buses cross into the bike lane? On westbound, cyclists are sharing the lane with pedestrians. Mixing not good given commuter speeds. Painted lines between cyclists and pedestrians would be preferred. Much like is seen in Vancouver.

A22 The local bus stops service only 3 buses per hour, those will access the curb through the bike lane. The detoured buses will not affect the buffered area.

<p>Q23</p>	<p>To RTG, long stretch, not all corners have lights. These crossings and lights will impede the flow of traffic on the whole corridor. Compared to the Parkway with few lights, how is it possible that it only be 3-6 minutes longer? Many side streets have no lights; will be difficult to enter traffic. People will create their own detours on residential streets. Drawings misleading, more traffic should have been shown in the cross sections. You need to rethink estimates on time and inconvenience. Ridership inconvenience is more important than commuter inconvenience. If Transitway is because of suburban growth, why are they not bearing any of the inconvenience?</p>
<p>A23</p>	
<p>Q24</p>	<p>You don't want to interfere in people taking a bus downtown. How many coming from beyond Lincoln Fields going not downtown, say South Keys and Orleans. Could we have express buses to them on the Queensway? Does OC Transpo know where someone is likely to be going when they get on a bus?</p>
<p>A24</p>	<p>We do know that, in general. We have the citywide survey and regular monitoring on the bus. The great majority of people are going to the central part of the city. We do run by-pass buses, for example Route 102 from Orleans to Tunney's Pasture that does not go through downtown.</p>
<p>Q25</p>	<p>Concerned about cycling access from Preston Street toward Downtown and the Ottawa River. Fleet Street, in particular. Live in the area to access the site for kayak training. Will this impact that access via Commissioner's Street? And parking?</p>
<p>A25</p>	<p>Commissioners must remain open at all times. Parking we will look into.</p>
<p>Q26</p>	<p>All of these transit buses are so unlivable so we are building a tunnel to protect businesses. There are people living here! How can our homes withstand it? You must want us gone! The land moves! This is unacceptable that you guilt-trip us for some fantasy. You need to look at SJAMP. We never got a Bayview Station. You can use shuttles. You will be relocating the Transitway, not moving buses. It's completely unbelievable that you're just sitting there and not listening.</p>
<p>A26</p>	
<p>Q27</p>	<p>Here is a timeline - 2010 Council gives direction. Next year they commission a study then they sit on the study for 2 years. Now RTG supports it. Your lack of adherence to the process and lack of respect is UNACCEPTABLE. You will hear that tonight and going forward. Call your Mayor and your Councillors! The report has 1 paragraph on Carling and 1 paragraph on the 417 as possible detour routes, obviously they were not considered. Go back to drawing board. Listen to us; this is our life, our families, not a meeting.</p>

A27

Q28 What will our access to transit be? What about the temporary LeBreton station, where is it going? General access to public transportation?

A28 There will always be a LeBreton station throughout this process. It will have to move from time to time during construction. When Booth closes, they will move to Preston Street, then they will move Preston and Albert, then they will be moved again, etc. All local services will remain, 85, 8, 16 etc.

Q29 Isn't LeBreton Station almost redundant?

A29 Yes, almost. But not actually. Need to keep transit access for people.

Q30 Traffic will go through our community. Would you consider traffic calming bumps on Bayswater? The only people who observe the speed limit are the Outlaw bikers!

A30 We will consider that and take that away.

Q31 Support and reiterate that there are key elements not considered in the analysis: health, congestion, etc. Not enough evidence to consider if this decision is sound. With regard to mitigation measures, a lot of what I hear focuses on when we are moving: cycling, pedestrians, etc. But what about for when we're living here, in houses where we will hear the noise, where our air quality will be affected, etc.? Why haven't we heard anything about this? What about when we are at home?

A31 We reduced the length of time the detour is required by our procurement strategy and have taken steps such as resurfacing the road and installing catchbasins that won't create additional noise, prior to using the detour

Q32 Sounds like this is a done deal. Time to start thinking outside the box: if all on Scott, maybe other traffic should be removed from the street.

A32 Part of the design on the table removes one lane for cars in each direction; people will be adjusting to not use Scott Street. Remove all cars would be a problem for the immediate community's access, etc.

Q33 Being cut off from the Ottawa River. Already scary. A lot of lanes to cross to go slowly with little ones. 3 years for adults is no big deal yet in kid years, that's forever! A very long time. I'm living in kid chronology right now.

A33

Q34 How did you arrive at the 3-6 minutes delay on the Parkway, it seems incorrect to me.

A34 The study that modeled this, used two commonly used programs. 1) Looked at intersections themselves, as well as 2) flow of traffic. Time getting to the Parkway was also a factor.

Q35 There will be a major issue with emergency vehicles during the Detour with a lack of quick access to Scott. Have you even considered this? Shouldn't you?