

Technical Tour 1- City of Ottawa Traffic Management Centre and MTO Traffic Operations Centre (max 40 participants)

Sunday, May 24, 2015 from 1:30 PM – 2:30 PM

The City of Ottawa's Traffic Operations Centre provides a centralized traffic signal control system controlling over 1,130 signalized intersections. Monitoring



well over 225 CCTV cameras that provide live video to observe and verify traffic conditions, the Centre can remotely modify traffic signal timing to improve traffic flow and react to incidents. With the ability to monitor and manage traffic flow during construction, incidents, etc., the Centre also dispatches signal and controller maintenance crews, and acts as a command and control centre for multi-agency response during incidents, planned events, major road closures, etc. Hours of operation are 5:00 a.m. to 8:00 p.m. on weekdays, and 10:00am to 5:00pm on weekends. The Centre is also open for special events and incidents when needed.

MTO's COMPASS Traffic Operations Centre provides incident monitoring along Highway 417, Highway 401 at Kingston and Highway 137 using CCTV cameras, and dispatch for emergency services and highway maintenance



throughout the Eastern Region. Other functions include collecting road and weather condition reports from highway maintenance staff, operating electronic variable message signs throughout the Eastern Region, receiving and logging all calls from contractors, emergency service agencies, the public, etc., managing incidents and communicating details of incidents to senior managers through reporting protocols. Hours of operation: 24/7

Technical Tour 2- Rapibus Corridor and Stations (max 40 participants)

Monday, May 25, 2015 from 2:00 PM – 3:15 PM

2015 STI Canada Annual Conference in Gatineau

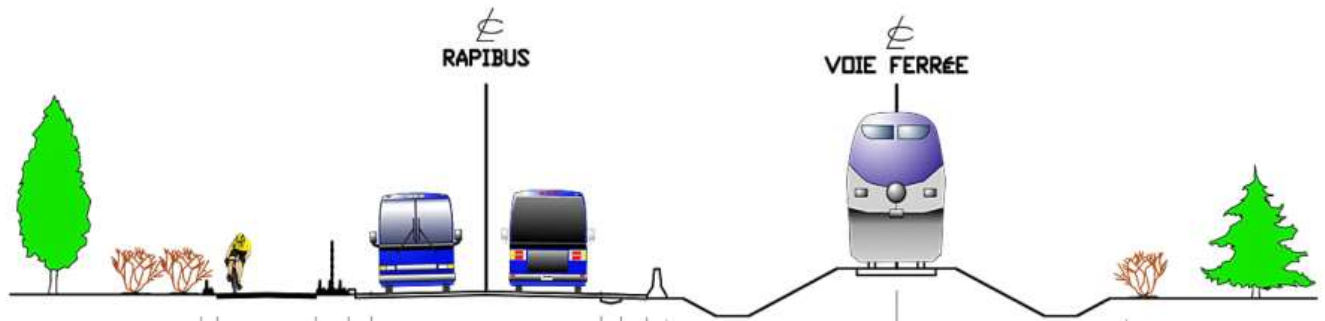
**Technical Tour:
Rapibus Corridor and Stations**



May 25th 2015

The bidirectional Rapibus corridor is just over 12 km in length. This transit-dedicated infrastructure connects the Eastern sectors of Gatineau to the downtown core and Ottawa with bus services.

The corridor was built along an existing railway right-of-way. The original tracks remain next to the added bus lanes and bicycle path for possible use in the future.



Three fully-lit tunnels provide safe crossing points on the 10.7 km bicycle path along the corridor. The pathway is also connected to the National Capital Region's existing trail network.

There are major undertakings reflecting the scale of the engineering challenges faced during the project:

➤ The complete refurbishment of the *Pont Noir* Bridge, originally built by Canadian Pacific Railways in 1877; and the addition of a bicycle path along the bridge, providing a new crossing point over the Gatineau River.



➤ The construction of the 60-meter-long *Gréber* tunnel. The region's first underpass required 12 800 square-meter of concrete and 1 000 tonnes of steel.



➤ The construction of a pumping station, adjacent to the tunnel, capable of removing up to 90 litres of water per second in case of flooding or heavy rains.

➤ The construction and expansion of *des Allumettières Boul.* and *Main St.* overpasses respectively.



Des Allumettières overpass



Main St. overpass

The Stations

The ten stations along the corridor offer multiple amenities to riders, including:

- Enclosed and heated/air-conditioned waiting areas or semi-enclosed waiting areas equipped with radiant heating
- Bicycle racks at 9 locations, providing a total of 175 parking spots, 70 of which are sheltered
- Complete street furniture
- An architectural concept reminiscent of rivers, hills and trees
- Tactile warning strips along the boarding and alighting areas
- Panels describing the general history of the location



Major features of the stations:

Taché-UQO Station

- Westernmost station of the corridor
- Caters mostly to *Université du Québec en Outaouais* (UQO) students



Montcalm Station

- A major transit-node for the Eastern sectors with Aylmer, the downtown core and Ottawa
- Mural to prevent graffiti



De la Gappe Station

- Located east of the *Pont Noir* bridge
- The local and Rapibus platforms provide a link between both services
- 203-spot Park-and-Ride



De la Cité Station

- Largest station along the corridor
- STO service centre
- Pedestrian overpass with elevators
- Green roofs on each side
- Geothermal-heating



Labrosse Station

- Easternmost station
- The local and Rapibus platforms provide a link between both services
- 579-spot Park-and-Ride



Intelligent Transportation Systems

Pont Noir as a unidirectional bridge

As STO vehicles approach the bridge, they are detected using an RFID-based (Radio Frequency Identification) system. An algorithm then manages the flow of buses through the use of traffic lights at both ends of the *Pont Noir* Bridge.



Optical fibre

To ensure safe and secure communications, 14km of optical fibre were installed along the corridor.

Variable message signs

Variable message signs (VMS) at the stations enhance rider experience by displaying real-time travel information and other general messages.



Rapibus intersections



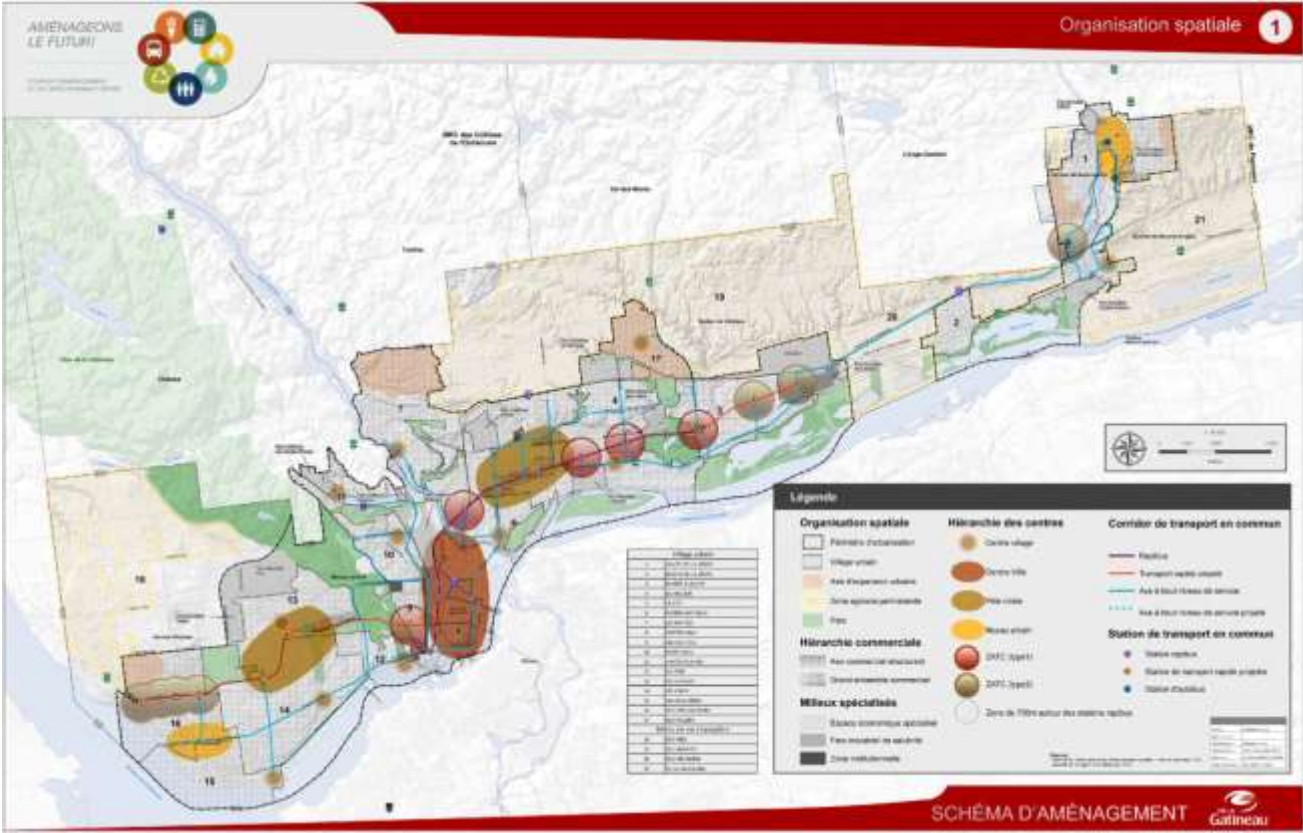
At intersections between the corridor and the road network, the traffic light controllers have been upgraded with algorithms that

provide buses priority (TSP – Transit Signal Priority) with minimal impact on traffic.

Regional planning

The *Rapibus* project is coherent with Gatineau’s current land use and development plan, which emphasizes sustainable mobility, by improving the modal share of public transit and active transportation modes.

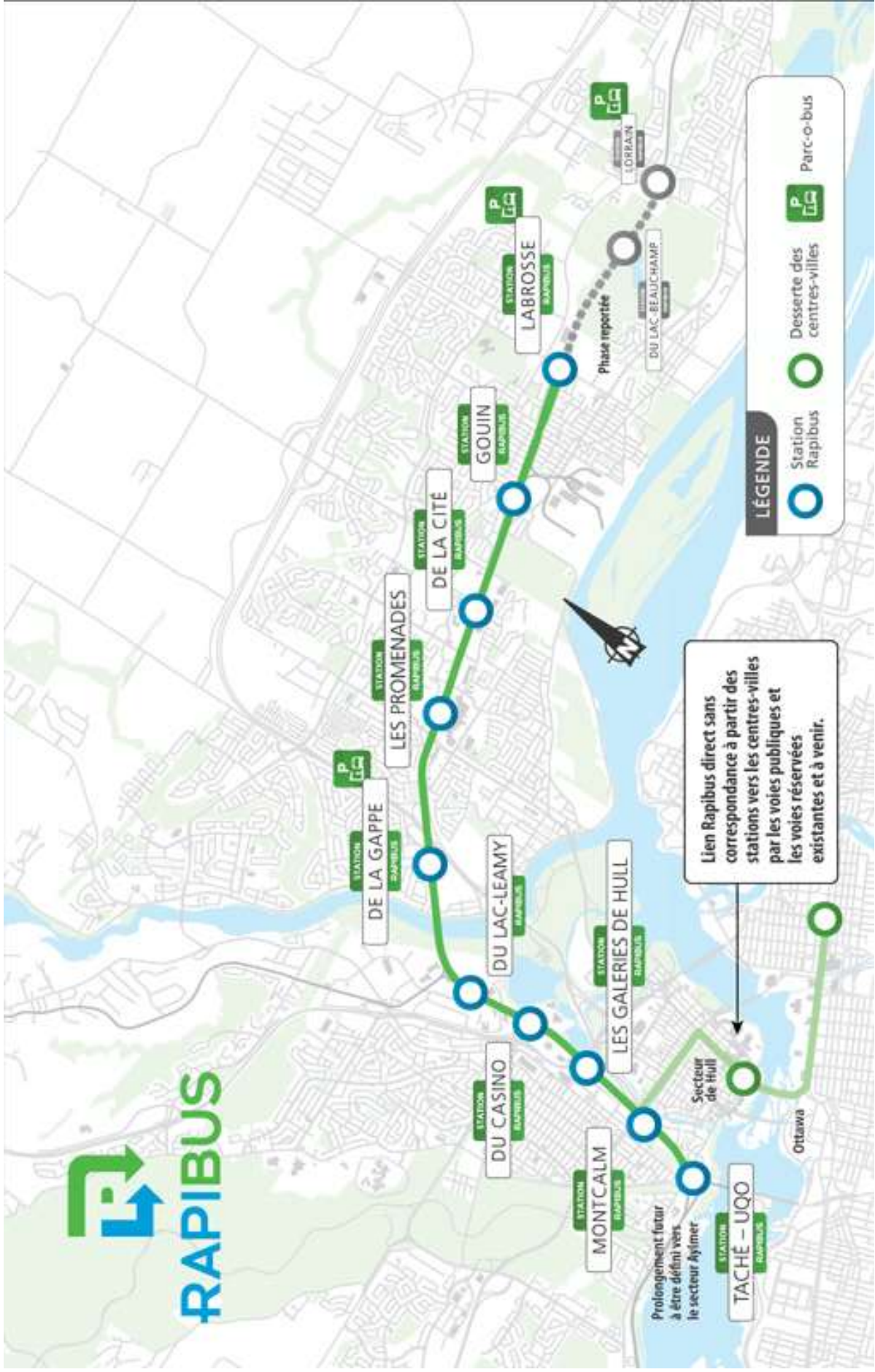
Furthermore, the City considers the corridor as a significant component of its long-term growth and there are plans for several transit-oriented developments (TOD) at a number of stations.



Source: Land use and development plan, City of Gatineau, October 2013



RAPIBUS



Technical Tour 3- Ottawa Paramedics Service Headquarters and Central Ambulance Communications Centre (max 40 participants)

Tuesday, May 26, 2015 from 2:30 PM – 3:30 PM

The Ottawa Paramedic Service Headquarters is a 100,000 square foot (9300 m²) state-of-the-art facility. The building is operational 24/7 and houses all paramedic operations (except for the medical dispatching), a vehicle depot and administrative area for the service. The building is one of the first P3 (Public-Private Partnership) for the City of Ottawa, is not only disaster resistant but also LEED certified.



The Central Ambulance Communications Centre is housed in a 30,000-square-foot (2,800 m²) building with the Ministry of Health Field Office and the Regional Paramedic Program for Eastern Ontario (RPPEO, the base Hospital). This specialized centre controls ambulance resources in the urban and rural areas of Eastern Ontario including the City of Ottawa, United Counties of Prescott and Russell, United Counties of Stormont, Dundas

and Glengarry, and the City of Cornwall. This centre processes over 150,000 ambulance call assignments a year (2013 data).