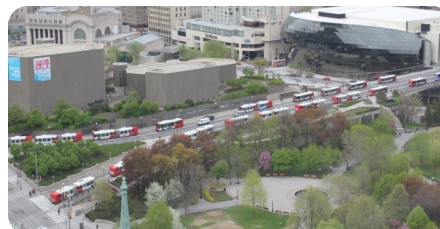


OLRT Background

Transit in Ottawa

Ottawa has the highest ridership of any City its size in North America and it's going to continue to grow by over 78% in the next 20 years.

All of this growth has led us to reach maximum street capacity in the downtown core and there is no more room for additional buses on downtown streets to accommodate this growth. Consequently, current transit users are experiencing 10-15 minute delays per day because of bus congestion.

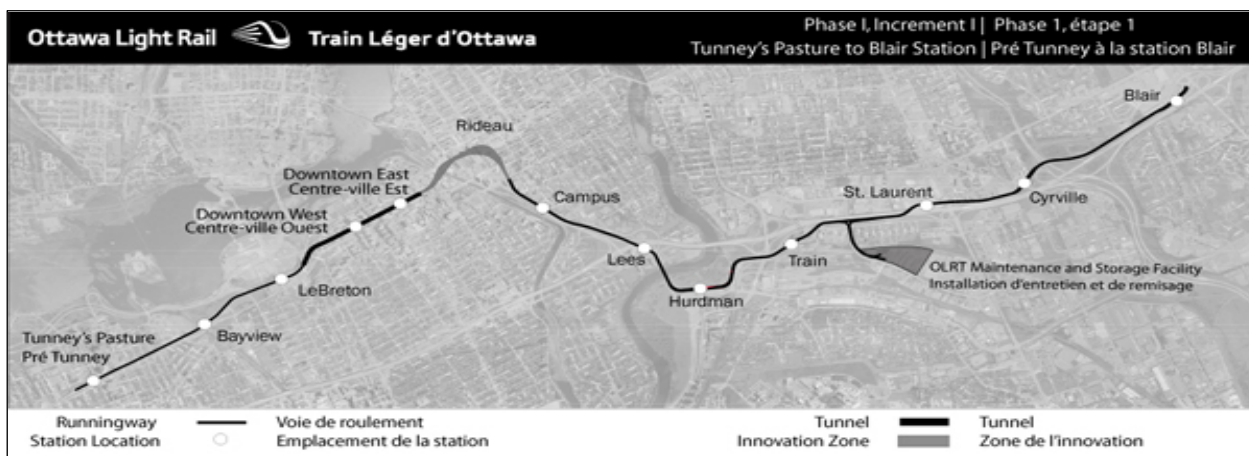


- Tunney's Pasture
- Bayview
- LeBreton
- Downtown West
- Downtown East
- Rideau
- Campus
- Lees
- Hurdman
- Train
- St. Laurent
- Cyrville
- Blair

Meeting Transit Demands

In order to eliminate delays and ensure that we have the capacity to meet our growth over the coming decades, the City is undertaking the Ottawa Light Rail Transit (OLRT) project.

The OLRT project is a 12.5km, 13 station conversion of the existing Bus Transitway to Light Rail Transit technology. Its principal feature is a 3 station, 2.5km tunnel running underneath the downtown core that will move the transit system onto its own right-of-way, allowing the OLRT project to operate without delays and at consistent speeds and frequency.



Construction on this project is scheduled to commence in 2013 and the system will be open to the public by 2018. Once opened, trains will run approximately every 3 minutes during rush hour, transporting passengers from Blair Road to Tunney's Pasture in 24 minutes.

The project's \$2.1 billion budget makes it the largest project in Ottawa's history and one of the first conversions of a successful Bus Rapid Transit system to Light Rail Transit technology in North America. This alignment is the first piece of a larger LRT network that will span over 40 km across the City.